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TIME-TABLE.

WEEK DAYS

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Kowloon...Dep.	8.40	9.15	10.30	12.00	1.15	4.35	5.25	7.10
Yau-mat...Dep.	8.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin...Dep.	9.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Tai-po...Dep.	9.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai-po Market...Dep.	9.21	9.54	11.09	12.39	1.54	5.14	6.09	7.49
Fanning...Dep.	9.29	10.03	11.18	12.48	2.03	5.24	6.19	7.59
Shen-gah...Dep.	9.38	10.12	11.27	12.57	2.12	5.33	6.28	8.03
Shum-chun...Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum-chun...Dep.	7.21	8.05	10.20	11.40	3.00	4.17	5.13	6.48
Shen-gah...Dep.	7.29	8.13	10.28	11.47	3.07	4.24	5.20	6.45
Fanning...Dep.	7.32	8.16	10.31	11.51	3.11	4.28	5.24	6.19
Tai-po Market...Dep.	7.42	8.26	10.41	12.02	3.21	4.38	5.34	6.29
Tai-po...Dep.	7.46	8.30	11.04	12.24	3.25	4.42	5.38	6.33
Shatin...Dep.	7.59	8.43	11.17	12.37	3.38	4.56	5.51	6.46
Yau-mat...Dep.	8.12	8.56	11.30	12.50	3.50	5.08	6.03	6.58
Kowloon...Arr.	8.20	9.03	11.27	12.47	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Kowloon...Dep.	8.40	9.15	10.30	12.00	1.15	4.35	5.25	7.10
Yau-mat...Dep.	8.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin...Dep.	9.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Tai-po...Dep.	9.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai-po Market...Dep.	9.21	9.54	11.09	12.39	1.54	5.14	6.09	7.49
Fanning...Dep.	9.29	10.03	11.18	12.48	2.03	5.24	6.19	7.59
Shen-gah...Dep.	9.38	10.12	11.27	12.57	2.12	5.33	6.28	8.03
Shum-chun...Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum-chun...Dep.	8.12	10.28	11.40	3.00	4.17	5.20	6.48	6.58
Shen-gah...Dep.	8.19	10.47	11.47	3.07	4.24	5.27	6.45	6.16
Fanning...Dep.	8.23	10.49	11.51	3.11	4.28	5.31	6.19	6.20
Tai-po Market...Dep.	8.33	10.59	12.02	3.21	4.38	5.41	6.29	6.30
Tai-po...Dep.	8.37	11.04	12.07	3.25	4.42	5.45	6.33	6.34
Shatin...Dep.	8.51	11.17	12.21	3.28	4.45	5.48	6.18	6.47
Yau-mat...Dep.	9.03	11.29	12.33	3.50	5.07	6.10	6.39	6.59
Kowloon...Arr.	9.11	11.37	12.41	3.58	5.15	6.18	6.38	7.07

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shatin...Dep.	7.45	11.30	12.20	6.25	7.25	11.10	1.05	5.00
Shatin...Arr.	8.40	12.25	1.15	7.20	8.20	12.10	2.00	5.55

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanning...Dep.	7.45	11.30	12.20	6.25	7.25	11.10	1.05	5.15
Fanning...Arr.	8.40	12.25	1.15	7.20	8.20	12.10	2.00	6.10

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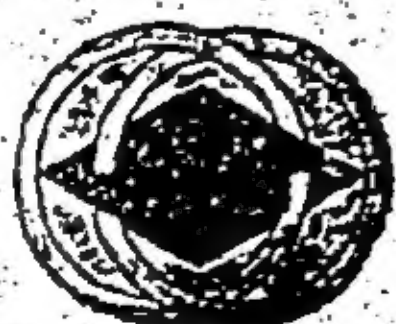
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SCOTTISH LETTER.

THE RUSHED GENERAL
ELECTION.

LIBERAL-CONSERVATIVE POSITION.

THE PROBLEM OF CO-OPERATION.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, October 15th.

In Scotland the Conservative and Socialist parties were prepared for a General Election; the Socialist arrangements being particularly well advanced. Indeed their organisation may be said to be always on a war-footing. The Liberals, on the other hand, were completely taken by surprise. When the crash came they had very few candidates in the field, no organisation worth mentioning, and in the great majority of constituencies the two other parties were fully a week ahead of them. In Glasgow, for instance, the Disolution found the Liberals with only one candidate in the 15 divisions; and outside that city with only 8 candidates for 23 constituencies in the West of Scotland.

One thing is already obvious at this early stage of the conflict: it is that the vast majority of the Liberal-Conservative voters demand that no seats shall be given to the Socialists through divisions in the Moderate ranks. It is pleasing to be able to record that in Scotland, especially in the debatable land of the Forth and Clyde industrial area, a general understanding will be reached before Nomination Day, whereby in certain divisions the Conservatives will provide the candidate and in others the Liberals, both parties agreeing to use their organisations jointly in favour of the respective nominees. If the matter were left to the decision of the Unionist and Liberal leaders they would probably have little difficulty in effecting an arrangement. The trouble has been, and is likely to be, to dissuade their followers in the constituencies from embarking on contests which are plainly suicidal. Interference from headquarters with local autonomy is resented, and local leaders, always optimistic as to their chances, are bent on giving their supporters "a run for their money," a thing which they regard as essential for keeping their organisation in good heart. And again there is this notorious difficulty. When a Liberal withdraws his candidature, it by no means follows that all his Liberal or Radical supporters will vote Unionist. Not a few of them will vote Labour. The Conservatives, on the other hand, may always be depended upon to vote Liberal against Socialist.

The Scottish leaders of the Moderates, I am assured on the best authority, do not believe that any "pact" would work out effectively, as the time available before Nomination Day is too short. In several constituencies, however, arrangements have been made to prevent a tripartite complication, and a defeat, indeed in this policy Scotland has given a lead to England.

It has just been definitely announced that success has attended the efforts made to relieve constituencies in Glasgow and the West of Scotland of the possible acrimony and certain waste associated with triangular contests. Throughout the West of Scotland an intelligent realisation of what the election really means as a test of the principles and ideals shared by all Moderate politicians, has supplanted the rather primitive feelings that a sturdy partisanship engenders. The results of the agreement reached show that in Paisley Mr. Asquith, through the withdrawal of Colonel McInnes Shaw, will be allowed a straight fight with the Socialist candidate, the retiring Conservative—whose assiduous work in Paisley merits grateful recognition—being assured of no Liberal intervention in his attack upon West Renfrew. This arrangement is the most important yet made. Indeed it was the key to the position throughout Scotland. If Mr. Asquith had been subjected to the danger of a split vote, the result would have been abandoned in the majority of constituencies, with dire results. As it is Mr. Asquith will have a stiff fight, for his return at last General Election was only brought about by a division in the Socialist ranks.

Not content with defending its 35 seats in Scotland, the Socialist Party threatens to extend the battlefront into certain rural areas which have so far not been introduced to Socialist Parliamentary politics. Dumfriesshire is a notable example. The Conservatives, on their part, have shown that their tactics are to meet the Socialist challenge in the big industrial belt in the Clyde and Forth area—bound for AMOY.

Two sons of Dr. Lawson, Forfar, are shortly leaving to take up positions abroad. The eldest son, James Lawson, is taking up medical duty at Amoy, China, while his brother, Murray Lawson, is bound for Persia, where he has obtained a position as field manager with the Anglo-Persian Oil Company. Dr. James Lawson is a brilliant graduate of St. Andrew's University, while Murray, who graduated B.Sc., with first-class honours in geology, this year, was awarded a Carnegie research scholarship.

At 16, Regent Park Terrace, Strathbungo, on October 11th, Jacobina Osborne, widow of Rev. George Hunter, M.A. of Ivy Place U.F. Church, Stranraer, and of the China Inland Mission, OFF TO THE SUNSHINE.

Sir Archibald and Lady Edmonstone intend wintering in the East, and will be starting shortly for Hongkong. Lady Edmonstone was a lady-in-waiting to the late Princess Christian, and Sir Archibald a groom-in-waiting to King Edward. Their elder son, Mr. Charles Edmonstone, was married to Miss Geraldine Field, Countess Bentinck's niece, last year, and they live at Duntrath Castle, the family seat in Blane Valley, which Sir Archibald handed over to his heir.

NEW CABLE SHIP.

The Cable, a new cable ship, will shortly leave the hands of the builders at Glasgow. She has been constructed to the order of the Eastern Extension, Australasia and China Telegraph Company, and is to replace The Recorder at Singapore, after 40 years' service. No fewer than 150 miles of cable will be coiled in the three huge tanks of the new vessel, which has been fitted for burning oil and coal. Incorporated in the ship are wonderful appliances for lifting and cutting cables, together with the most scientific sounding instruments.

ROYAL MUSSELBURGH GOLF CLUB.

This week the Royal Musselburgh Golf Club are celebrating the 150th anniversary of what is accepted as the institution of the club. The club is rich in historical associations and personalities, and few trophies of such venerable age. The Old Silver Cup, one of the oldest trophies in existence, dates back right to the beginning of the club. For a full century the club's headquarters was one or other of the little taverns in the town. Moir's Tavern, one of their rendezvous, was conducted by the father of "Delta." Fifty years ago they acquired quarters of their own, and to-day they occupy the building which was formerly the club-house of the Honourable Company before they went to Muirfield. The Musselburgh Links, which have contributed so much to the history of the game, have fallen on somewhat lean days, but the old club is vigorous, and the captaincy of Mr. J. B. Matheson may see them established on a new course of the full 18 holes a mile or two east of Musselburgh.

THE WORLD TEA-PARTY.

One of the sporting events of the winter in which the Scottish housewife is a deeply interested spectator is the race in the price of food-stuffs. They are all very strong on the wing this season, and some of them give promise of being able to fly out of the reach of the average consumer. The egg has made a good start, and will no doubt be followed closely by its colleague, bacon, bread and milk are well on the way, and within a week or two all the articles described in the "shopping indicator" will have entered upon their aerial Derby. The favourite at the moment is tea. The wholesale price has jumped 6d. a pound within the last two months, and dealers predict that it will go higher still. The blame is laid upon the floods in North India, which have caused a premature if imperfect infusion of many thousands of pounds' worth of tea. But behind this temporary cause there is a secular movement which bodes ill for the British tea-drinker. Until recently tea-drinking—outside of India, China, Japan, and Russia, which last drink only China tea and can no longer obtain it—was practically confined to Great Britain and the British Dominions. Australia was built up on doughy damps and underdone mutton chops, converted by means of stewed tea into something with which only a heroic digestion could deal. America, equally daring, washed down her steaks and waffles, and other luscious things familiar to readers of "The Wide, Wide World," with draughts of strong coffee. France had an institution known as a levee-pole, at which she toyed with something resembling a weak tisane, but reputed to be tea. Germany, while exciting our wonder by swallowing sauerkraut, expressed her astonishment at our persistent poisoning of ourselves with strong tea. But the war has wrought a change. The ubiquitous British Army taught the American and the Continental European to make and like tea. The art of infusion has at last been learned abroad. In Paris, or Cologne one can get as good a cup of tea as in Edinburgh or Glasgow. Hence the activity in tea shares. Judging by its progress and tenacity in our own country, the tea-drinking habit is almost certain to take firm root in other lands.

A smashing scene
you'll never forget
as long as you live!

High on a mountain
trestle, over a chasm that
yawns, a runaway train
crashes to the rocky floor
below! Hissing steam,
Twisted steel! Splintered
wood! Nothing you have
ever witnessed on the screen
has ever thrilled and
amazed you as will this
great climax in this sensa-
tional melodrama!



TO-DAY AT
THE CORONET

WORLD THEATRE.

TO-DAY TILL SATURDAY, at 5.15 & 9.15 p.m.

A DRAMA OF AMERICA'S BABYLON

Scenes that Beggars Description.
Episodes More Bizarre than the Arabian Nights.
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A PICTURE REVEALING THE SOUL OF THE WORLD'S GREATEST CITY.
WHAT A CAST!ADOLPHE MENJOU, ANNA Q. NILSSON, NORMA SHEARER,
CARMEL MYERS, WILLARD LOUIS, EDWARD BURNS & OTHERS

And Featuring THE FAMOUS ACTORS' EQUITY BALL

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1/2 OF A GALLON KEROSENE PER HOUR
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seasons of the year. A few doses will act most effectively on the vital
organs, drive out impurities in the blood, cleanse the stomach, strengthen
the digestive organs, and tone and invigorate the entire system.

BEECHAM'S PILLS

act like a charm in setting you right. Every person, young or old, occasion-
ally needs to assist nature over trying times. If you would avoid sickness
and be well, and always have good digestion, an active liver, clear skin and
bright eyes, make a habit of occasionally taking BEECHAM'S PILLS.
They may be taken with safety at any time, being

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Dr. LECLERC'S PILLS FOR THE
CURE OF BILIOUSNESS AND
INDIGESTION. These pills are
the most powerful and effective
remedy for all bilious and
indigestive complaints. They
cleanse the system, improve
the complexion, and give
energy to the system. They
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QUEEN'S THEATRE.

MONDAY, TUESDAY and WEDNESDAY,
at 2.30, 5.15, 7.15 & 9.15 p.m.

JACKIE COOGAN
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"DADDY."

ADDED ATTRACTION at 5.15 & 9.15 p.m.

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Classical and Oriental Dances
Miss BESSIE LESTER
New Comic Songs, etc., etc.

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Scotch Whisky

maintains its pre-war delicacy
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HONG KONG.

BRITISH TRADE WITH RUSSIA.

OFFICIAL FIGURES.

In the current issue of the *British Trade Journal* are given particulars of trade between the United Kingdom and Russia during the first eight months of 1924, together with the figures for the calendar years 1920-1923 and 1913. For 1913 and 1920 the figures apply to the territories constituting pre-war Russia; from 1921 onwards the Secession States—Finland, Estonia, Latvia, Lithuania, and Poland—are excluded. Below are the total values of the imports from and the exports to Russia in the years named:

	Imports.	Exports.	Re-exports.
1913	£40,271,000	£18,103,000	£9,591,000
1920	33,523,000	11,992,000	4,841,000
1921	2,695,000	2,181,000	1,210,000
1922	8,103,000	3,841,000	970,000
1923	8,266,000	2,492,000	1,989,000
1924 (Jan. Aug.)	10,585,000	1,388,000	5,475,000

In the first eight months of this year foodstuffs were imported from Russia to the value of £3,410,226, the principal items being butter, maize, barley, wheat, and eggs. Raw materials, valued at £4,624,294, included wool and timber (£2,398,383), fur skins, flax, manganese ore, oil seeds, and bristles, and manufactures, totalling £2,560,463, included platinum, drugs, petroleum, and dressed skins and furs.

British exports to Russia consisted mainly of manufactured articles, including machinery, iron and steel, implements and tools, cordage, chemicals, leather and woollen goods, and aeroplanes and parts, the total value amounting to £1,230,359. Cured herrings and coal accounted for the major part of the balance. Among re-exports were tea, raw cotton, raw wool, hides, and non-ferrous metals.

AMERICA'S TAX BURDENS.

A financial writer in a London paper says:

To us in Great Britain, fully conscious as we are of the burden of taxation which we have to bear, information as to the burdens borne by members of other nations will always prove of interest, and may produce for some of us a compensating feeling of self-righteousness. The National Industrial Conference Board of New York has just produced an annual study of the tax burden of the United States, some of the main features of which are summarised in the latest issue to hand of "Bradstreet's." Total taxation, including taxation by the Federal, State, and local governments of the country, is put at \$7,710,000,000 in 1923, an increase of \$15,000,000, or 10.8 per cent., as compared with 1922, and of \$5,500,000,000 as compared with 1912. Before the war the amount of taxes raised by State and local governments constituted about 70 per cent. of the total tax bill. During the war this ratio declined, but in 1921 it had risen to 50 per cent., in 1923 it reached 57 per cent., and in 1923 58 per cent.

The report examines the relation of taxes to income, and shows that in 1920 all taxes represented 7.2 per cent. of the national income. In 1923 the percentage had fallen to 6.7 per cent., and in 1913 to 6.4 per cent. As a result of the war the situation changed, the tax-burden growing relatively much more rapidly than national income. In 1919 the ratio of taxes to income was 12.1 per cent., and in 1921 it increased to 16.7 per cent. In 1922 it fell to 12.1 per cent., and in 1923 to 11.6 per cent. In evidence recently given before the Committee on National Debt and Taxation the ratio of State taxation to national income in Great Britain, excluding local taxation, was estimated at 22.2 per cent. in 1922 and 18.8 per cent. in 1923. The ratio in France for 1923 has been estimated at 18 per cent.

INCORRECT CHINESE ALMANAC.

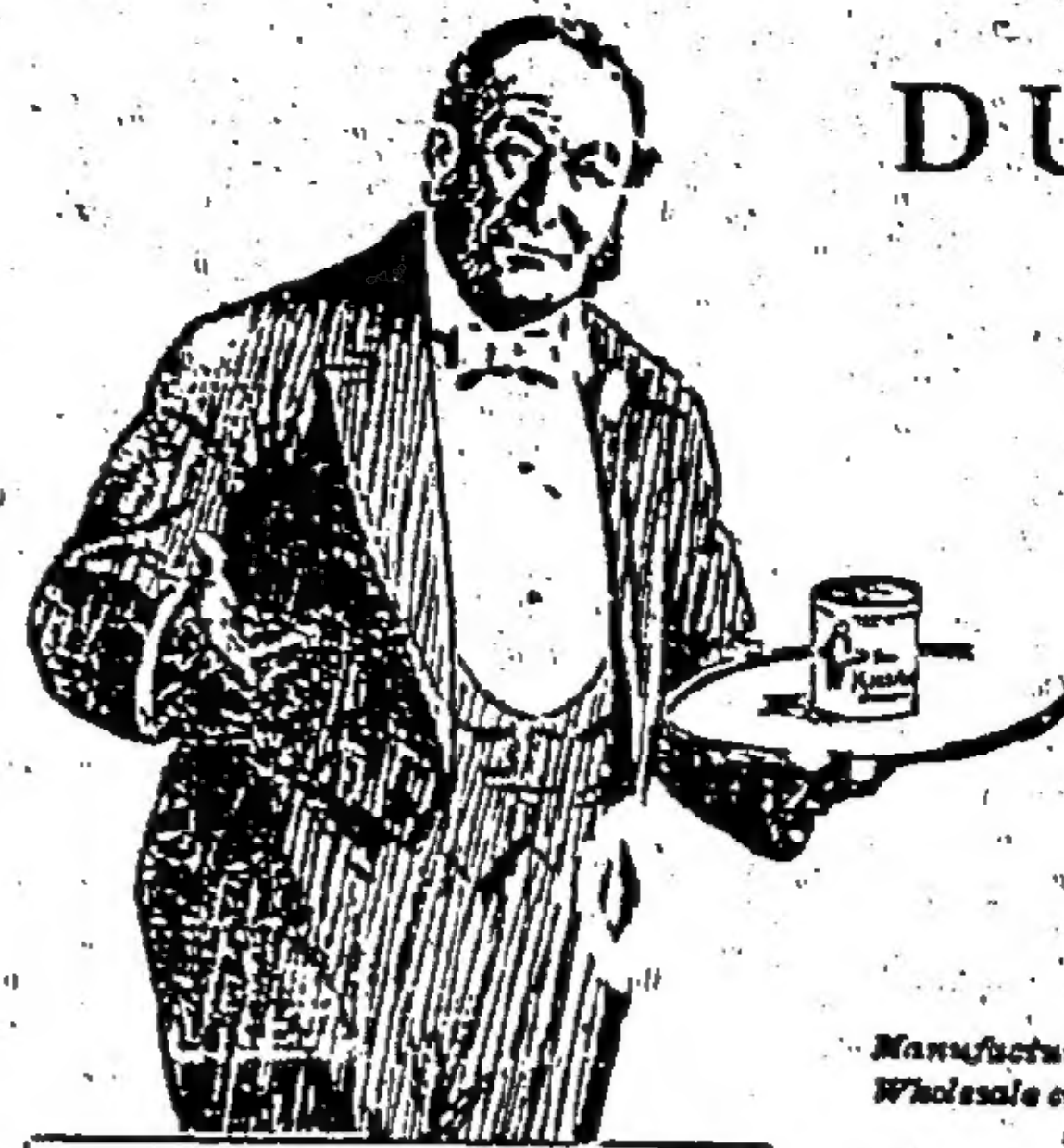
A Java message says that several meetings have been held in the business associations and other Chinese quarters to ascertain the correctness of the Chinese calendar for next year. The Dutch Government observes January 24th, 1925, as the Chinese New Year's day, and it falls on Saturday. Most of the printed calendars are incorrect, because they indicate that January 25th, 1925, will be Chinese New Year's day, and it falls on Sunday. Telegrams have been despatched to Peking, and the replies given by the Ministry of Education and the Observatory there say the Government there observes January 14th, 1925, as their first New Year's Day. The one hundred years old calendar was wrong and a similar mistake occurred about 13 years ago.

FIRST JAPANESE COTTON MILL IN MANCHURIA.

The first Japanese spinning mill in Manchuria has been erected at Liaoyang and is now turning out coarser kinds of yarn, 18's and 20's. 10,000 spindles out of altogether 32,000 are being worked, the entire installation being expected to be operated early next spring. In the future, finer classes of yarn will be put out. At present, the Mills employ 700 hands, mostly Chinese, and their number will be increased to about 2,500 next spring. The expert hands have been trained at a Taigiao Mill allied to the Liaoyang plant.

THE RUBBER MARKET.

Messrs. Carroll Bros. inform us that they are in receipt of telegraphic advices from Singapore informing them that the price of Rubber is now 59 cents per lb.; also that the Utan Simpan Rubber Company has declared an interim dividend of 5 per cent.



Obtainable at
LANE CRAWFORD LTD
Tabacqueria Filipina,
Gracco Egyptian Tobacco Store,
and all high-class Tobacconists.
At 95 cents per tin of 50

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"Why do you always tell everyone about Kensitas?" he says to me, sir.
Because I consider it my duty, sir.
"Duty is the sublimest word in the English language, Jenkyn," he says—and I believe him, he knows what's what, he smokes Kensitas himself.
Like yourself, sir, a smoker of taste and discrimination.

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the preferred cigarette

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A S. During the North-East Monsoon there is always a possibility of North-bound Steamers Running Short

OF BUNKER COAL.

This is to Inform You that TAIT & CO., AMOY (A Well-protected Port with Good Anchorage) have Stocks of

GOOD JAPANESE BUNKER COALS
AT REASONABLE PRICES.

Wireless Messages via Hongkong or Formosa are Re-transmitted by the GREAT NORTHERN TELEGRAPH Co. and a Wire to "TAIT" or "COALBUNKER" AMOY, will Receive their Prompt Attention.

Bentley's Complete-Phrase Code used.

[1437]

When you see
THE
**SIGNAL
TOWER**

—Starring—

Virginia Valli

You will see the most
remarkable and thrilling
train wreck ever screened.

To-day, at 2.30, 5.15, 7.15 & 9.15

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PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
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WANTED for the HELENA MAY INSTITUTE,
Resident or Non-Resident LADY
SECRETARY and TREASURER. Hours:
9.30 to 5 (9.30 a.m. to 5 p.m.). Apply by
Letter only to "The Council," Helena May
Institute. [49]

KING'S £5,000 A YEAR.

"Is our present system worth the money, some may ask. Considerably over half-a-million pounds a year goes to royalty," writes Frank Dinot in the *Sphere*. "The entire sum is probably well expended for the sake of the excellent return we get in monarchy as an institution. But as a matter of fact the money is not lost. The King has to keep up his various palaces with an enormous expenditure for salaries and wages, and the money thus comes back into circulation, benefiting all through whose hands it passes in its ever-widening distribution. I doubt if in these times the King after meeting all his inevitable and automatic expenses (thus sending the money back to his people) receives a net personal salary of more than £5,000 a year. It is not a large sum to give the titular head of the most successful form of democratic government which human beings have yet devised."

FINANCIAL SAYINGS OF THE WEEK.

Cheap capital is the first essential to industry.—Mr. G. Stanhope Pitt.

I do not think I can find a banker in London who is not a Free Trade.—Mr. Henry Bell.

The German Loan will be one of the greatest financial successes the world has ever seen.—Sir Patrick Hastings.

CINEMA NOTES.

THE WORLD THEATRE.

"Broadway after Dark," the picture of midnight adventures in New York's region of the "great white way," which begins five days' run at the World Theatre to-day, shows types one sees in all the large capitals of the world.

CHUN HING MOTOR BUS COMPANY.

The following List is the Time Table of our Service from Lai Chi Koo to Un Long and Vice Versa.

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Every 1 Hour Service

The Buses will Run every Hour Daily.

UN LONG SERVICE.

From UN LONG to SHEUNG SHUI.

From 6 A.M. to 6 P.M.

Every 40 min. Service

From	Lai Chi Koo	to	Lai Chi Koo	to	10-Minute
"	Lai Chi Koo	"	CHUN WAN	"	7 "
"	CHUN WAN	"	CHUN WAN	"	5 "
"	CHUN WAN	"	SUN CHANG	"	7 "
"	SUN CHANG	"	SUN CHANG	"	6 "
"	SUN CHANG	"	CHUNG LUNG TOW	"	3 "
"	CHUNG LUNG TOW	"	TAI LAM CHUNG	"	7 "
"	TAI LAM CHUNG	"	SOO KOON MYR	"	10 "
"	SOO KOON MYR	"	CANTON PLAZA	"	5 "
"	CANTON PLAZA	"	SUN HOI	"	3 "

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TEL. KOWLOON 1070.

[1402]

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A GOOD CIGAR—THE EVER WELCOME GIFT.

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LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

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Daily

THE STAR

5.30
9.15

TO-DAY, at 5.30 & 9.15

AROUND THE WORLD TOUR

THE LITTLEJOHN REVUE

A Compact and selected company representing Music Hall Stars from all parts of the world, on their second year of a world-conquering tour.

COMEDY | BURLESQUE | NOVELTY

Frank—LITTLEJOHN—Melba

The novelty act De Luxe, backed up with a setting of a Million Rhinestones.
The most novel and most beautiful act in the world.

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Queen of Variety in a song and dance novelty that excels anything ever seen in The Orient.

IVY NICHOLLS

Late principal in "ROUND-IN-FIFTY," London Hippodrome, in a revue of Character songs and Impersonations.

MINNIE and WINNIE

Two girls and a Baby Grand Piano, in song and story.

LOPEZ and NICHOLLS

The dippy mad conjurer and his pretty maid in a series of Novelty Con-juring, Juggling, Acrobatic Feats, etc.

MISS BERYL SCOTT

Charming exponent of Music, Melody, and Mirth.

LITTLEJOHN NOVELTY REVUE

A distinctly new idea in entertainment by the entire company.

POPULAR PRICES

MATINEES 60 cts. & \$1, NIGHT \$1.00 & \$1.50

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YEE SANG FAT CO.

SALE

NOW ON.

Everything

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Real

Rock Bottom Prices.

Come and See for Yourself.

LECTURE ON CHRISTIAN SCIENCE.

Mr. John W. Dooley, C.S.B., of London, England, member of the Board of Lectureship of the Mother Church, the First Church of Christ, Scientist, in Boston, Massachusetts, delivered a lecture on Christian Science in the City Hall, yesterday evening, under the auspices of First Church of Christ, Scientist, Hongkong.

In the course of his lecture Mr. Dooley said—Christian Science declares that God is an ever present divine reality, who is ever available to His own creation and is infinitely knowable. His presence and power, Christian Science teaches, are essential to every right activity and consequently to all health, holiness, or happiness, and to all true existence. God, Christian Science also teaches, has nothing in common with materiality, but He and His creation exist independent of suppositional matter and its so-called laws. In fact, Christian Science teaches that God is the source and cause of all that is true and, therefore, of true existence.

GOD AS DIVINE MIND, AND CREATION, SPIRITUAL OR MENTAL.

It is evident to any one who has studied the Scriptures closely that when Jesus declared God to be Spirit he was not declaring God to be some indefinite abstraction, but he was revealing and describing the most certain, the most available and the most stable entity that could possibly be imagined. Mrs. Eddy has once and for all taken this word "Spirit" out of the realm of mysticism and superstition and placed it in the realm of reason and science by explaining that Spirit is really divine Mind, or is the infinite intelligence which knows, and knows divinely or truly. It is certain that when Jesus used the term "Spirit" he meant divine Mind, for on one occasion he explained quite naturally to his listeners "the words that I speak unto you, they are spirit." In fact, infinite Truth, which includes all divine mentality, is Spirit. Christian Science, therefore, teaches that God is divine Mind or Spirit and that divine Mind is Love. As God is ever present and omnipotent, the divine Mind, which is Love, must therefore be the only Mind. Also divine Mind and its right mental activity must be omnipotent and irresistible.

The prayer of a Christian Scientist is his constant, conscious, unremitting mental desire to live above the mortal and in accord with the divine. It is his unceasing attempt to commune with the divine Mind, God, and so to utilize the true Science which reveals true existence, the true theology which inevitably delivers from sin, and the true healing power which always heals disease. The Christian Scientist's prayer is his persistent daily and hourly affirmation of divine Mind's infinite presence and power, and of evil's nothingness. It is his increasing knowledge of God and of absolute spiritual being, and before this the so-called carnal mind and its falsities of sense, material existence, sin, disease, and death grow fainter and finally disappear. This is the prayer of which Paul speaks as praying without ceasing. True prayer is one of the tenderest, most intimate, most scientific, and most intelligent things on earth or in heaven. The Christian Scientist's prayer is, in fact, his spiritual thinking and living, or his right mental activity. When a man thinks rightly he is expressing his true being as the likeness of God, divine Mind. Spiritual thinking is, therefore, really Immanuel, or "God with us." Just as soon as a man recognizes that his constant right thinking and right living, or his right mental activity, that is, his true consciousness, is indeed Immanuel, or divine Mind, God, with us, he at that moment begins to understand why true prayer is infallible and is infinite in its ability to reveal divine facts which save and heal. Thinking divinely, or having the Mind of Christ, is attaining something to man in God's image, the true and only man, the man God made, the man who is forever an expression or emanation of God, to whom belongs dominion over all material things.

MARY BAKER EDDY.

One earnest, consecrated thinker, a loving, lovable woman, Mary Baker Eddy, has accomplished these things for humanity in her day. It is not possible for me to speak as I would desire of Mrs. Eddy and of all that I owe to her. If there is to-day anything that is good, that is pure, that is healthy, or that is Godlike in my life, I owe it to the consecrated thought and life of Mary Baker Eddy, and millions are telling this same story. It is true that one only begins fully to appreciate Mrs. Eddy and her life-work as he understands and demonstrates Christian Science, although a great multitude of men and women who are not Christian Scientists, have also recognized Mrs. Eddy's great contribution to the salvation of humanity. Mrs. Eddy not only discovered Christian Science, but as the result of years of struggle and toil she founded it on a practical, demonstrable basis. No forward step in this great movement has ever been taken but as the result of her initiative and advice, and every step initiated by her was the result of deep and consecrated prayer. Christian Scientists regard Mrs. Eddy as God's messenger to this age, and they know that through her revelation many of them have been delivered from sin and disease, and even from death. Think what this world of ours will be like when more of us are enabled and emboldened to put away our material theories and dependencies and to rely wholly on the divine Mind, God, operating in human experience through spiritual thinking, or through true prayer. Then will sin and sorrow vanish from men's thoughts, then will pain be stilled and the dread of disease be cast out, then will the lame man leap with joy and the leper be cleansed, then will war cease and the reign of divine Love be established. These very things are indeed being accomplished to some extent to-day, but the harvest is

(Continued at foot of next column.)

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

COMPOSITORS' STRIKE.

The compositors of the Canton daily newspapers have all returned to work after the settlement of the strike by mutual consent, but those in the job printing shops of the city are still out, as they do not belong to the same guild. The compositors of the printing shops are also demanding 40% increase in wages, and so far the demand has not been met. The men have been on strike since last August. In view of the hard times in Canton, it is unlikely that the printing shop proprietors will meet the demand and it is probable that the 400 odd compositors now out on strike will remain idle.

THE WUCHOW MINT.

The Wuchow Mint, a Government concern in Wuchow, is turning out some \$5,000 worth of 20-cent subsidiary coins daily. The Mint, however, has a capacity for turning out \$20,000 worth of coins when operating fully. The Canton Mint, which for many years supplied coins to Wuchow and other Southern ports, is not now in operation.

TROUBLE AT KWANGTUNG UNIVERSITY.

Many professors of the Kwangtung University in Canton are resigning, owing to non-payment of salary for the last four months. The students are beginning to be dissatisfied with the institution also, it is said, because of the Red Kuomintang control of its affairs.

INSURANCE PROBLEMS.

The Red massacre of Canton merchants followed by the destruction of the Western Suburb of Canton on October 15th, is bringing the mutual fire insurance system, as practised in Canton, into general discussion. The policies on property destroyed were underwritten by mutual companies, and policy-holders are calling for an indemnity payment of at least 50% of the insured value, as the regulations referring to loss by war guaranteed that amount. It is said that some private companies are favouring the recognition of the disaster as a war loss, while their policy-holders are calling it an ordinary loss, which the insurance companies must fully cover. Should the mutual companies recognize the recent damage as a war loss, it is feared that other companies will regard it also as such. Many of the mutual companies, because of the extent of the damage incurred, are talking of paying but 20% of the indemnity, and this has led to the discussion of the reliability and efficiency of the mutual system of fire insurance in Canton.

BIG FIRE AT KONGMOON.

The big fire in Kongmoon last week, which was responsible for the loss of two lives and more than a hundred buildings, was caused by the accidental burning of a gambling shed. The shed was condemned by the Kongmoon Police some time ago, but the mercenary troops of the Red Army refused to allow the Police to tear it down.

SCHOOL TEACHERS STRIKE AT CANTON.

SALARIES IN ARREARS.

As a last resort, to force the Government to pay the arrears of salary, school teachers of the public schools in the (Canton) city are on strike, and the suspension of many schools is reported. In view of the seriousness of the situation, Governor Hu Han Min has instructed the financial authorities to raise immediately sufficient funds for the payment of a portion of the arrears in order to stop the strike and have the schools re-opened and the teachers back at their work.—Canton Gazette.

DUTCH INDIES NAVAL BILL.

ADMIRAL EXPLAINS GOVERNMENT POLICY.

A Weltevreden telegram dated November 8th says:—In the Peoples' Council, the Government have replied to the discussions on the Naval Bill.

Rear-Admiral Goossens explained that the enactment did not aim at aggressive intentions, but merely indicated that they wished to remain boss in their own home, and that the police fleet, as desired by different members, was not feasible.

He pointed out that the strategic position of the Dutch Indies made it improbable that the Indies would directly be a party to any eventual conflict in the Pacific on condition that the Dutch Indies would be capable of maintaining neutrality. Financial necessity obliged the Government to limit extensions to the previous naval bill.

The Government would maintain Sourabaya as a naval base. Admiral Goossens pointed out that submarines were a terrible weapon, and Government were convinced that the air force was only useable as an auxiliary weapon, whereas, in case the air force was made the chief weapon, as several members wished, the cost would be far greater than in the case of submarines.

still great and the labourers few. We Christian Scientists, therefore, long for the time when our fellow men and women shall recognize the all-importance of spiritual things and come to work and to pray in this vineyard with us. Then will be fully established the reign of true Science, the Science of Christ, the true theology, the theology of divine Mind, God, and the true healing, the healing through the understanding of the complete spiritual facts of being. Then will all men gladly recognize that Mary Baker Eddy is indeed God's messenger.

COURT OF APPEAL.

SEQUEL TO POSSESSION ORDER.

AN INTERESTING HOUSING LAW.

In the Court of Appeal yesterday morning, before the Chief Justice (Sir Henry Gollan) and the Puisne Judge (Mr. H. H. J. Gompertz) an appeal was made on behalf of the tenant of No. 468, Shanghai Street, Yaumati, from a decision of Mr. Justice Dyer Ball who had given the landlord an order for possession. The appeal was under Section 4 (1) (f) of the Rents Ordinance. The Governor-in-Council, petitioned, made an order exempting the house from the provisions of Section 4 (1) (f).

Mr. H. S. Fitzroy represented the tenants and Mr. C. G. Alabaster, K.C., with Mr. Eldon Potter, K.C., appeared for the respondents.

Mr. Fitzroy pointed out that he relied on the exemption. Section 21 made it possible for the Governor in Council to exempt any premises from the provisions of any particular section of the Ordinance, and it was not competent for any Court to question that right. Such an order was only made under exceptional circumstances. The right of the Governor was somewhat analogous to that of the Lord Chancellor many years ago. The Chancellor saw that equity was done, no matter what order was made. Of what use was exemption if the tenant was subsequently to be told that an order had already been made and it could not be rescinded?

The Chief Justice: What you ask us to do, although the landlord has exercised his rights perfectly justifiably, is to inculc in costs for the whole of the proceedings.

Mr. Fitzroy: It does seem, rather hard, but your Lordships have discretion.

The Chief Justice: You are entitled to your costs. You have done nothing wrong.

Mr. Justice Gompertz: The tenant had three months in which to present his petition before an order of the Court was made.

Mr. Fitzroy: Your Lordships could hold that, as he delayed his petition, he should pay the costs up to that time.

Mr. Justice Gompertz: He might have entered into a contract for demolition.

Mr. Fitzroy: He would be doing that with his eyes open.

Mr. Alabaster quoted the case of "Quilter v. Matheson," from the *Law Journal*, which he said clearly showed that the Act was intended to be a retrospective one and did not interfere with the existing rights contained in a judgment. The difference between that case and the present was that the Legislature had been very careful to say that Section 24 of the Ordinance did not apply retrospectively. He argued that the Court had no discretion, but must rescind the judgment.

The Chief Justice: That is rather a peculiar position in which to put the Supreme Court. It seems that we, as administrative officers, are to carry out the order of the Governor in Council.

Their Lordships reserved their decision.

DAMAGES IN A MOTOR CAR COLLISION.

JUSTICE DYER BALL'S DECISION UPHOLD.

The Connaught Motor Car Company made an appeal yesterday afternoon against the decision of Mr. Justice Dyer Ball, given on September 21st, in the action between Mr. H. O. Odell, broker, and the Motor Car Company, which was the result of a motor car accident on the Pokfulam Road, on July 12th.

Mr. H. S. Fitzroy appeared for the appellants, and respondent was represented by Mr. F. C. Jenkin.

Mr. Fitzroy said that at the time of the accident, Mr. Odell was driving his own car on the Pokfulam Road and going in the direction of Repulse Bay. On going up a fairly steep hill he noticed another car ahead. This car happened to be reversing, and Mr. Odell ran his car into the side of the road, hitting defendant's car. Mr. Odell's car was damaged about the mudguard and the axle was bent.

Mr. Odell told a certain story to Sub-Inspector Grant just after the accident happened, and that story was practically the same as the one told by the Chinese chauffeur of the defendant's car. Then when he came into Court, the plaintiff told an entirely different story to the one he reported to the Police Inspector.

Mr. Odell said that the defendant's car was about to turn and was in the centre of the road. His speed was ten miles per hour. When he got near the car he said he had to swerve and in doing so ran into the side of the road. In the course of cross-examination, Mr. Odell said that his front wheel and axle were smashed, which was a very different story. No one travelling at a rate of ten miles an hour would have his axle and front wheel smashed in such an accident. They had to remember that axles were of tempered steel and were not so easily broken. He also stated that the chauffeur of the defendant's car came over to his chauffeur and suggested that the matter should not be reported to the Police, and that he (the former) would take the car away and have it repaired. In reply to this, Mr. Odell, so the latter's chauffeur said in evidence, told the man that he would report the matter to the Police. Sub-Inspector Grant, in giving evidence, said that he examined the cars and found that the axle of plaintiff's car was bent and the mudguard damaged, and that the defendant's car was damaged on the rear mudguard. Mr. Fitzroy suggested that there was negligence on the part of the plaintiff.

The Chief Justice asked whether this point was raised in the lower Court.

Mr. Fitzroy said that it was not, but there was a suggestion of negligence all through the hearing.

Mr. Jenkin said that it was never put to plaintiff.

(Continued on next column.)

SUMMARY COURT.

JUDGMENT FOR LANDLORDS IN POSSESSION CASE.

Sitting in Summary Jurisdiction yesterday afternoon, the Chief Justice, Sir Henry Gollan, gave judgment for plaintiffs with costs in the case in which Yeung Pak Lau and U. Kwong Ming, landlords of Nos. 133, 140 and 142, Hollywood Road, sought possession of the premises.

The case was heard on November 4th, when Mr. R. A. Wadsworth appeared for plaintiffs and the tenants were represented by Mr. C. A. S. Russ.

The main points of the claim were that the outside walls were not party walls and that the part of the rear wall which was not to be pulled down was primarily a retaining wall.

His Lordship, in giving judgment, pointed out that actions were brought against each of the tenants, but it was agreed between the solicitors concerned that all 12 actions should be heard together, the evidence heard in the first case to apply to all the other actions.

The case was that plaintiffs required these tenements in order to make them into new buildings, within the Building and Public Health Ordinance. So far as the policies to quit were concerned, no question had been raised.

It appeared, on the evidence, that plaintiffs submitted a plan to the Building Authority with reference to the rebuilding, but that it was incorrect as regards No. 142. A party wall was shown as existing where there really was no party wall.

He thought the Building Authority gave the certificate the plan which showed that demolition was to be carried out to a less extent than was really proposed. The proposals of the plaintiffs involved the reconstruction of the premises, so as to make them new buildings. Judgment would be entered for the plaintiffs with costs.

His Lordship pointed out this made it very awkward, and he was much struck by the fact that the suggestion of negligence had been sprung as a surprise on to the other side of the case.

THE QUESTION OF NEGLIGENCE.

Continuing, Mr. Fitzroy said he thought that negligence was a most important point. No car going at a rate of ten miles per hour could possibly smash itself up as much as Mr. Odell claimed. Both cars were going in the same direction. Mr. Justice Dyer Ball had said that there was no evidence that plaintiff was driving at an excessive speed, but he submitted that there was. Mr. Odell must have seen that the driver of defendant's car was backing, and instead of taking every precaution he rushed forward and thus the accident happened.

Mr. Jenkin said that in this case the probabilities were overwhelming. It was a question as to whether they would upset the decision of the trial Judge. In a case at Singapore the decision of a trial judge was upset because he thought that one side perjured, while the Appeal Judges thought that the other side perjured. There has been a suggestion of negligence, but the question whether Mr. Odell was driving at a rate of ten miles per hour or not was never mentioned.

The evidence of the defendant's driver himself showed nothing that went to prove that Mr. Odell was driving at an excessive speed, but that evidence supported Mr. Odell's statement that he was not driving at an excessive speed. As to the evidence of Sub-Inspector Grant, could that be treated as an indisputable fact, a fact that could not be assailed? If that fact was taken, then the statement made by Mr. Odell was false. Inspector Grant came upon the smash accidentally, and, being unprepared, it was quite possible that he omitted something in his report. It was their desire to prove Mr. Odell guilty of perjury, then the appeal was not worthy of success. He took it that the case was that defendant's driver was being defended on the ground that he was not guilty of negligence, and that it was plaintiff who was solely guilty of negligence, which was absurd. His learned friend had overlooked the point that the basis fact of his argument was wrong, on the evidence. The road was so wide, 40 feet, a matter of fact, that any car could turn round without reversing. They would find this mentioned in the proceedings in the lower Court. As his client had his wife and an amah in the car with him, there was every reason to believe that he would be careful in his driving and would be unwilling to take unnecessary risks. It was a different thing when a man was alone in a car.

The Chief Justice, in upholding the decision of Mr. Justice Dyer Ball, said that the defence had utterly failed to make any case at all. The plaintiff's story was rather a strange one, and it was possible that the case had been handled differently in the lower Court that there might have been a case of negligence. He did not think that this stage of the case was this much to be said for Mr. Odell's story—it was corroborated. Mr. Justice Dyer Ball had gone carefully through the case and had advantages not afforded to them. Even if the case had been much stronger he would have had much hesitation in setting aside the decision of Mr. Justice Dyer Ball, and he would, therefore, dismiss the case with costs.

The Puisne Judge agreed, stating that he thought that on the material before them it was impossible to overrule the judgment on the facts.

It will be recalled that in the action, Mr. Justice Dyer Ball gave judgment for \$200 for plaintiff, Mr. H. O. Odell.

INTERPORT CRICKET.

QUAYLE'S GREAT INNINGS.

SHANGHAI BATSMAN WINS "TEST" GAME FOR HIS SIDE.

MALAYA'S SENSATIONAL DEFEAT.

By batting in magnificent fashion yesterday for an hour and three quarters in compiling a memorable score of 113, J. A. Quayle, of Shanghai, turned what looked like almost certain defeat for his side into an ultimate victory over Malaya in the second match of the Interport "Test" series at present in progress. It was one of the finest innings ever seen on the Hongkong Club's ground. Of Quayle's total, 96 runs were made up of 2 sixes and 21 fours.

In the Triangular "Tests" Hongkong have beaten Shanghai, and Shanghai have beaten Malaya. The home eleven meet the latter to-day, play commencing at 10.30 a.m. It is certain that Malaya will put forth every effort to make up for their defeat by the Northern side, and a good game may be reasonably expected.

When play was resumed yesterday in the Interport "Test" between Shanghai and Malaya, the former, with two wickets down in their second innings, were 79 runs behind Malaya's first innings total of 208.

Rawsthorne, who when stumps were drawn on Saturday, was not out without having opened his scoring, took the first ball yesterday from Thompson who bowled at the Law Courts end. Knight was the initial bowler at the Naval Yard end, and his first ball was delivered to Duckett who at close of play on Saturday was 6 not out. Both men opened cautiously, being content with an occasional single, and the first four came from Rawsthorne after 17 minutes' play, when the batsman drove Thompson hard to the Queen's Road boundary. He followed this with two boundaries a minute or two later off the same bowler.

BARRETT HITS OUT.

The first half hour's play produced 23 runs. Both batsmen were by this time hitting out, and it was only smart fielding by the Malaya side that kept the scoring down. Both bowlers were putting in good work, Thompson especially being conspicuous for a very tricky service in a fastish ball. At 11.12 Rawsthorne was bowled by Thompson with a beautiful delivery which broke sharply in from leg. It was a ball which might well have beaten any batsman. Three wickets had now fallen for 38 runs. In compiling his 21, Rawsthorne had made 4 fours. Leach was the next man in.

With 50 on the board, a confident appeal for a catch at the wicket against Duckett was upheld by the umpire, and Barrett came in to bat.

The Shanghai captain soon began to hit out, and brought the 79 on to the board with a fine drive off Knight for 6 which struck the bowling screen at the Naval Yard end with a resounding thump. Soon after this Wyatt relieved Thompson with the ball at the Law Courts end.

The new bowler's first delivery was hit by Barrett to the on-boundary for 4, and off the next ball the Shanghai captain registered a single. Leach next drove Wyatt for 3. In Wyatt's next over Barrett hit 2 fours.

Shanghai made up their deficit after an hour and a quarter's play, the 90 going up at 11.52. At about this time Holmes-Brown came on to bowl in place of Knight at the Naval Yard end. At noon exactly the 100 was sent up by a pretty "glance" to the deep-square-leg boundary by Barrett off a medium fast ball from Wyatt. In the next over Holmes-Brown bowled Leach when the latter had scored 25 by good all round batting. Quayle was the next batsman, and was quickly in scoring mood, hitting a beautiful 4 off Wyatt to deep-square-leg.

With 115 on the board and when he had scored 27, Barrett gave a hard chance of a catch to Wyatt off one of the latter's own deliveries. The catch was duly held. O'Hara next went in to bat, and just after his arrival, Quayle hit 2 fours in one over from Holmes-Brown.

O'Hara's only score was a hard drive for 4 past the bowler off a delivery from Wyatt, for almost immediately afterwards in attempting to drive the same bowler, he was dismissed by a fine catch at cover-point by Phayre. Evans was next in.

Quayle was applauded for a big drive to the on off Wyatt just afterwards, and reached his 25 by scoring a single off the next. So far he had hit 5 fours.

PHAYRE'S FINE FIELDING.

Phayre at this point was receiving continual applause for brilliant work at cover, his fielding and returning of hard drives being a pleasure to watch.

With 150 on the board, Thompson replaced Wyatt at the Law Courts end, and in his first over Quayle drove him for 4, following this up a little later with another boundary off the same bowler. Off the next ball he gave an easy chance to Phayre, but the sun was in the latter's eyes and he dropped the ball. Quayle celebrated this piece of "joss" by scoring a 6 and a 4 off Thompson's next two deliveries, amid loud applause.

The batsmen seemed to like Thompson's bowling, for Evans just afterwards hit him to square leg for four, and followed it up in the same over with another boundary to the same part of the field. Just afterwards a fine throw in by Phayre from a drive by Quayle hit the wicket, but the effort was ineffective, the batsman having reached his crease. Shortly afterwards Knight replaced Holmes-Brown at the Naval Yard end, and in his first over got Evans smartly caught by Brand at mid-off when the batsman had scored 20. Brand was next man in.

The newcomer, after scoring a single, hit a ball from Whitley, who had by this time come on at the Law Courts end, into Queen's Road for 6. This brought the 200 up at about 1 o'clock, and the teams went in to tiffin.

Play was resumed at 1.45, Thompson at the Law Courts end, and Knight being the bowlers. The batsmen started hitting almost immediately, a four by Burn off Knight being quickly followed by another by Quayle off the same bowler. In the next over Quayle drove Thompson hard to the Chater Road boundary. Both batsmen were now hitting Thompson almost as they liked, fours being registered repeatedly. Burn off three successive deliveries, by this bowler scored a six and two fours. He was, however, bowled by Knight almost immediately afterwards. His 30 included two sixes and two fours. Barnes went in last man.

Wyatt came on again in place of Thompson at the Law Courts end. When he had reached 24 Quayle gave an easy chance off Wyatt to Foster in the deep field, but the latter fumbled it. The next two balls, also from Wyatt, Quayle hit for four each, sending up his individual 100, and 250 for his side, at 2.22. Barnes was playing the correct game and "sitting on the handle," leaving all the scoring to his partner, who soon afterwards hit Wyatt into Queen's Road for 6.

A general murmur of commiseration ran round the ground when Quayle was bowled by Holmes-Brown at 2.30, when he had scored 113, Shanghai's second innings closing for 284. Quayle in his magnificent innings had hit 2 sixes and 21 fours. His last wicket stand with Barnes had put on 41 runs.

MALAYA'S BIG TASK.

Malaya, who had started the day in such a strong position, were thus faced with the none too easy task of scoring 190 to win. They started their second innings with Livock and Grenier, who faced the bowling of Leach, at the Naval Yard end, and O'Hara. The latter bowled the first ball to Livock, who scored two singles in this over, while Grenier put on another.

In Leach's first over, Livock square-cut him beautifully to the Queen's Road boundary, and soon afterwards O'Hara bowled Grenier with a good ball when the batsman had scored 2. The first wicket fell for 11 runs. Brand was the next batsman, and opened his score with a single off O'Hara, who, however, bowled him soon after with a ball which came in from leg. Two wickets had now fallen for 17 runs. Foster batted next.

The third wicket fell in the next over, with no addition to the score, Livock being bowled by Leach. Knight, who followed, took the bowler's next delivery, which he played carefully away from his wicket. He did not stay in long, however, for he was well caught in the slips by Quayle off Leach's bowling, before he had scored.

Four wickets were thus down for 17 when Holmes-Brown came in to bat. With 30 on the board, he brought off a fine square-cut off Leach to the Queen's Road boundary, placing the ball nicely clear of Burn at third man, who raced vainly to stop the four. The Malaya captain was, however, cleverly stumped by Barnes in the next over, when he had scored 14.

GOVERNOR'S TENT HIT.

Phayre, who bats left-handed, was the next man in, and in his first over sent the 40 up with a fine drive past the bowler for 4 off O'Hara. A little later he lauded a ball from the same bowler on the top of the Governor's marquee for 6.

Just after 4.10 Phayre and Foster appeared to be well set, and when the 60 went up, Barrett took the ball from Leach at the Naval Yard end. Ten minutes later he got Phayre stumped by Barnes, when the batsman had scored 35. Phayre's partnership with Foster had lasted 40 minutes and put on 63 runs.

Six wickets were down for 61. Edwards, who has a reputation as a hard hitter, was next man, and was caught by Gardner off the first ball he received, one from Barrett. Seven wickets had thus fallen for 81 runs.

Malaya had now 105 runs to get to win, with 3 wickets to fall. Whitley was the next batsman, and after he had added 3 to the score, was given out l.b.w. to a ball by O'Hara.

Wyatt followed and sent the 100 up with a bit for 3 off Barrett, but was caught by Carr a few minutes later off a delivery by the same bowler. Thompson went in last man.

The innings and the match ended at 4.52 when Foster, in attempting a high drive past the bowler off Barrett, was caught by Rawsthorne in the deep field, when his side had scored 105.

Shanghai thus won by 93 runs.

Full scores:

SHANGHAI: 1st INNINGS.

A. J. W. Evans, c Brand, b Knight	24
Capt. E. I. M. Barrett, c Livock	13
J. A. Quayle, c Holmes-Brown, b Thompson	10
D. W. Leach, b Thompson	10
Dr. W. E. O'Hara, c Grenier, b Knight	10
D. C. Burn, b Thompson	4
T. L. Rawsthorne, run out	13
G. F. Gardner, l.b.w. b Holmes-Brown	18
E. F. Duckett, run out	1
P. Carr, not out	4
E. C. Barnes, b Holmes-Brown	0
Extras	17

Total 119

BOWLING ANALYSIS.

	O.	M.	R.	W.
Knight	10	5	34	2
Thompson	13	3	42	4
Holmes-Brown	7.4	1	18	3
Wyatt	4	0	8	0

MALAYA: 1st INNINGS.

G. E. Livock, b Quayle	7
N. Grenier, b Quayle	3
P. N. Knight, b Quayle	3
G. M. Brand, c and b Leach	52
Lt. R. A. Phayre, l.b.w. b Quayle	36
A. E. Holmes-Brown, b Quayle	36
W. N. Edwards, c and b O'Hara	16
R. T. Foster, b Leach	17
N. H. P. Whitley, c Leach, b Barrett	35
E. W. N. Wyatt, c Rawsthorne, b Barrett	35
F. H. Thompson, not out	5
Extras	27

Total 208

BOWLING ANALYSIS.

	O.	M.	R.	W.
Quayle	20	3	56	5
O'Hara	19	5	39	1
Leach	13	2	39	2
Carr	8	0	26	0
Rawsthorne	4	1	8	0
Barrett	2	0	13	2

SHANGHAI: 2nd INNINGS.

G. F. Gardner, c Thompson, b Knight	0
P. Carr, l.b.w. b Thompson	0
E. F. Duckett, c Livock, b Thompson	19
T. L. Rawsthorne, b Thompson	21
D. W. Leach, b Holmes-Brown	26
Captain E. I. M. Barrett, c and b Wyatt	37
J. A. Quayle, b Holmes-Brown	113
Dr. W. E. O'Hara, c Phayre, b Wyatt	4
A. J. W. Evans, c Brand, b Knight	20
D. C. Burn, b Knight	30
E. C. Barnes, not out	2
Extras	12

Total 284

BOWLING ANALYSIS.

	O.	M.	R.	W.
Knight	28	8	70	3
Thompson	25	8	84	3
Wyatt	14	2	73	2
Holmes-Brown	12.4	3	36	2
Whitley	2	0	7	0

MALAYA: 2nd INNINGS.

G. E. Livock, b Leach	12
N. Grenier, b O'Hara	2
G. M. Brand, b O'Hara	3
R. T. Foster, c Rawsthorne, b Barrett	33
P. N. Knight, c Quayle, b Leach	0
A. E. Holmes-Brown, st. Barnes, b O'Hara	14
R. A. Phayre, st. Barnes, b Barrett	35
W. N. Edwards, c Gardner, b Barrett	0
N. H. P. Whitley, l.b.w. b O'Hara	0
E. W. N. Wyatt, c Carr, b Barrett	3
F. H. Thompson, not out	0
Extras	1

Total 100

BOWLING ANALYSIS.

	O.	M.	R.	W.
O'Hara	25	5	55	4
Leach	16	3	31	2
Barrett	8.2	1	18	4

RAID ON LAUNDRY.

DARING ROBBERY NEAR CENTRAL POLICE STATION.

A gang of armed robbers entered the Yat Hing Laundry, at 51, Wellington Street, on Saturday night, and though hard pressed, managed to escape with a certain amount of loot. It is stated that the men managed to gain admittance by saying that they had come to pay a bill, and as soon as they got inside they attacked the inmates, and quickly bound and gagged them.

Money consisting of \$200 in Hongkong notes and ten American gold pieces was stolen, in addition to jewellery. Police whistles were blown, and as the Central Station is quite near by, a force of police was soon on the scene, but the robbers dispersed and made their escape. Being hard pressed they threw away \$112 in money and a pair of gold bangles valued at \$200.

ROBBERY IN SHEUNGSHUI DISTRICT.

A robbery is reported from the village of Wah Mei San, in the Sheungshui district, New Territories. It is stated that in this affair six men entered a factory, and escaped with clothing and jewellery to the value of \$25.43, pearls of a value not disclosed, and one hundred francs. Two of the men were armed with daggers and two with muskets.

CRICKET NOTES.

It was a little difficult to realize that the team out in the field in the fourth innings of the Shanghai-Malaya match, was the one that had been playing previously. I am inclined to think now that the Shanghai XI. is rather a Berthon side. But when not engaged in collapsing, or getting their tails down, there is a powerful lot of good cricket in the side. Their fielding, however, is pretty bad, though it bucked up at the end.

Most people rather assumed that Shanghai were absolutely for it on Saturday night, and T. E. Pearce's confident prophecy that they would win caused some amusement. He was, however, absolutely sound in judging that a side with Barrett, Quayle and Leach in it could not very well fail four times running. Nor did they. Barrett got going a bit—it must seem funny to him to be c and b Wyatt, as the two played together in the Malaya side of 1904. But to Jimmy Quayle Shanghai owe a tremendous lot. His was a most gallant innings, while his hitting at the end was magnificent. Burn made an invaluable thirty, but Barnes' steady refusal to get out was worth a lot. I have not the score before me at the moment but I rather think about 30 or 40 were put on for that last wicket.

Again, dropped catches turned the scale. Had Phayre caught Quayle at 45, Shanghai must have lost. But in justice to the fieldsmen it must be stated that the ball got right in the sun's eye, and he never took it in his hands but on the upper part of his arm.

By the time that Malaya went in for their last knock, their confidence had been considerably shaken and O'Hara and Leach took full advantage of it. I never expected to see people treating Barrett's donkey-drops with the care the latter batsman exhibited, playing back frequently to half volleys. At the same time, Barrett's bowling is considerably harder than it looks. He produces from his long and flapping shirt-sleeves what appears to be an extremely innocent looking affair, but he turns them quite sharply both ways, and at a crisis is the most useful bowler. His record for the match was 6 wickets for just over thirty runs; a lot better than anyone else's—and I incline to think that it won the match, after Quayle's century had saved it.

O'Hara bowled excellently, though the way the batsmen played him must have encouraged him. Foster, who scored 27 singles in his 30, and Phayre alone did anything with the bat.

It must not be concluded that because we beat Shanghai and Shanghai beat Malaya, that a *fortiori* we shall beat the latter team. We have a very good chance of doing so but we cannot afford to slack off an inch. I don't think the Malaya bowling is very dangerous once it is really tackled, though Thompson and Knight are both good for the first few overs. Holmes-Brown will, I think, be their most dangerous man. They have six good bats on the side, but I think rather a tail. If we field as we did against Shanghai, I feel confident of victory. But if we start putting them on the carpet, I shall be very dubious as to the result. It is going to be worth watching, at any rate!

Shanghai go over to Kowloon for a game on Wednesday. Barrett and O'Hara stand down for Wilson and Clifford. Peck will also play, so there will be twelve a-side.

I shall be interested to see how Evans, Young, and Lyall do against them, but I fear Kowloon have very little batting.

CRICKET.

I.R.C. v. C.S.C.C.

The following will represent the Indian Recreation Club and XI. in the league match against the C.S.C.C. 2nd XI. on the former's ground at 2.15 p.m. on Saturday next:—D. Rumjahn, H. D. Rumjahn, Sirdar Khan (captain), S. A. E. Ismail, N. B. Kitchell, M. P. Madar, E. A. Moodeen, Y. A. Wahab, A. R. Minu, F. M. Arculli, and J. Cassamboy. Reserves: A. K. Minu and J. S. Ackbar.

GOLF.

ROYAL HONGKONG GOLF CLUB.

The tie for the St. John of Jerusalem trophy was played off at Fanling on the 16th inst. and resulted as follows:—C. C. Stark 31-8=73
Lt. A. H. Alexander 34-7=77

CORRESPONDENCE.

KOWLOON HOSPITAL NURSING STAFF.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—I also wish to offer strong protest against the Kowloon Hospital being staffed by Roman Catholic sisters from New York. Surely our British Colony can find British sisters to staff our own Government Hospitals. What other country with any national spirit would staff their Hospitals with nurses of another nationality? We can only hope that the strong public feeling which has been aroused may prevent such dishonour being thrown on an association which has such names as those of Florence Nightingale and Nurse Cavell amongst its members.—Yours, etc., KOWLOON RESIDENT. Kowloon, Nov. 17th, 1924.

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12'0" x 15'0"	15'0" x 21'0"	

Body & Border Carpet

Made up to fit any size Room.

Stair Carpets, Corridor & Hearth Rugs

Floral & Oriental Designs.

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF THE STRAITS SETTLEMENTS, SETTLEMENT OF SINGAPORE.

SUIT No. 1178 of 1923.

Between

LIM SENG KAH also called
LIM KIM TIEN.....Plaintiff
and

1. WONG FENG KIM; 2. YOW NEAN FAN; 3. CHAN YEW MING; 4. YOW SIEW CHUAN, and 5. WONG HIO, the Executors of the Late Siew Chuan deceased;
6. LEONG ON CHUAN; 7. PANG AN YEE; 8. CHOW SOO; 9. LEONG TUN; 10. The Official Assignee of the estate of Loo Siew Hoo bankrupt;
11. WONG SIEW LOON; 12. HUI KWING TONG; 13. CHAN HONG YENG; 14. PHANG KIT SAN; 15. LEONG TAR YEE; 16. CHAN FOONG YEW; 17. WONG SIEW THONG; 18. WONG SENG TONG; 19. LAU YEE TONG; 20. LAU CHUK FANG; 21. KAN YEW CHON; and 22. PAK KENG WAN (added by Order of Court herein dated the 25th day of July, 1924).....Defendants

To—LEONG THO and CHAN HONG YENG both of Victoria, Hongkong.

TAKE NOTICE that An Action has been commenced against you in the Supreme Court of the Straits Settlements, Settlement of Singapore, in this Suit by the above-named Plaintiff of No. 87, Club Street, Singapore, in which the Plaintiff's Claim is as follows:—

- (1) To have a Conveyance dated the 1st of June, 1921, of certain Property known as Chur Kwong Mon Luk Saw Mills and made between YOW NEAN FAN and WONG FENG KIM, trustees, and CHAN YEW MING and Others, beneficial owners, of the one part and the Plaintiff of the other part, set aside;
- (2) To have a Mortgage dated the 1st of June, 1921, of the aforesaid Property and made between the Plaintiff as mortgagor and CHAN YEW MING and YOW SIEW CHUAN as mortgagees, set aside;
- (3) To have a mortgage dated the 1st of June, 1921, of certain Land situate in the District of Claymore, Singapore, and made between the Plaintiff as mortgagor and CHAN YEW MING and YOW SIEW CHUAN as mortgagees, set aside;
- (4) For the Return of all Moneys paid by the Plaintiff to the Defendants in respect of any or all of the aforesaid transactions, as money paid on a total failure of consideration.

PANG KIM is used as administrator of the estate of WONG CHENG CHIEH and with as trustees for the partners of the firm MOH LUK SAW MILLS, and YOW SIEW CHUAN goes in trust for partners of MOH LUK SAW MILLS.

It is ordered that service of writ of Summons herein issued of October, 1924, on you be made by advertisement. If you desire the said Action you must within 30 days of the publication of this advertisement enter an appearance at the Registry of the Supreme Court. In default of such appearance may be entered against you on this 29th day of October, 1924.

JOHN G. CAMPBELL & CO.,
Solicitors for the Plaintiff.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Steamship

"CARMARTHENSIRE" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 22nd November, 1924, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 21st November, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th November, 1924. [1503]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MOONSH PRINCE" having arrived from the above Port on 17th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 25th instant, at 10 a.m. All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to Rent. Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Corner of Road, Hongkong. Telephone No. 3168.
Hongkong, 17th November, 1924. [1507]

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. H. H. H. PRIESTLEY will sign for Our Firm as MANAGER.

E. D. SASSOON & CO., LTD.
Hongkong, 17th November, 1924. [1501]

NOTICE TO MARINERS.

THE PORT DEVELOPMENT DEPARTMENT will take BORINGS of POTTERIES STRAITS on NOVEMBER 17th to 20th inclusive. The Junk Employed will display a Large Red Flag. All Craft should give this Junk a WIDE BERTH.

G. F. HOLE, Lieut. Commr., R.N.,
Harbour Master.
1502]

THE DIOCESAN BOYS' SCHOOL, HONGKONG.

WANTED ENGLISH LADY TEACHER. Degree or Certificate.

Apply by letter to THE HEADMASTER.

1504]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY MEETING of the MEMBERS will be held in the JOCKEY CLUB ROOM, HONGKONG CLUB ANNEX, on MONDAY, the 24th of NOVEMBER, 1924, at 5.30 P.M.

By Order,
C. B. BROWN,
Secretary.

1460]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 918 for 5 Shares, 24 per Share paid up, Number 9239430 in this Society standing in the Name of HORMUSJEE COOVERJEE SETNA, of Bombay, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the Said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 5 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.
Hongkong, 24th October, 1924. [1405]

TO LET.

A SHOP Facing the Harbour with Plate Glass Window adjoining the New P. & O. Building, suitable for a Steamship Business. Frontage, 17 Feet; Depth 54 Feet, with Yard and Outbuilding beyond. Address—"A.B." care of Daily Press. [1316]

TO LET.

TO LET—One SINGLE ROOMED OFFICE on 1st Floor, No. 14/15, PEDDER STREET.

Apply—
PROPERTY OFFICE,
JARDINE, MATHESON & Co., Ltd.
1186]

TO LET.

OFFICE ROOMS in CENTRAL POSITION Apply—
LINDSEY & DAVIS,
[Alexandra Buildings.
1809]

NOTICE TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "KATHLAMBA" having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 21st November, 1924, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 25th November, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 15th November, 1924. [1499]

TO-DAY.

at 2.30, 5.15, 7.15 & 9.15 p.m.

— at —

THE CORONET

THE SIGNAL TOWER

INTIMATIONS

FINE

PORTS

AND

SHERRIES.

For many years we have enjoyed a reputation for Ports and Sherries second to none.

We invite connoisseurs to give our "D" & "E" brands of both a trial. We do not ask them to buy blindly but to visit our extensive Wine Vaults and taste these choice wines before buying.

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

ESTABLISHED 1841.

BIRTH.

BEYTAGH—At Shanghai, on November 12th, to Mr. and Mrs. L. M. French BEYTAGH, a son.

MARRIAGE.

MILLS—OLSEN.—At Chungking, on Oct. 25th, THELMA MARGARET OLSEN, elder daughter of the late Capt. R. T. OLSEN and Mrs. MARGARET OLSEN, of Shanghai, to HENRY WILLIAM MILLS.

ACKNOWLEDGMENT.

Mr. and Mrs. A. J. C. TAYLOR wish to thank their many friends for sympathy shown in their bereavement, and for floral tributes. [1501]

Hongkong Office: 14, Chester Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 18TH, 1924.

THE POLITICAL MAZE IN CHINA.

The public—Chinese and foreign alike—is naturally impatient to learn whether the war in China can be regarded as definitely at an end or not, but we doubt if it will be possible to make any definite pronouncement on the subject this side of Christmas. Though General FENG YU-HSIANG, Marshal CHANG TSO-LIN and Marshal TUAN CHI-JUI are still discussing plans at Tientsin for the future Government of China, both Marshal WU PEI-FU and Dr. SUN YAT SEN have yet to make their voices heard in the Conference before anything in the nature of a settlement that is likely to prove generally acceptable can be announced to the nation. We get some insight into the situation from some reported observations by Admiral TU HSI-KUI, Commander-in-Chief of the Chinese Fleet. He has been appointed Minister of the Navy, but says he has no desire to take part in politics with "such persons as FENG YU-HSIANG and CHANG TSO-LIN." The Admiral is at Nanking, and the latest reports speak of WU PEI-FU being there also, on his way to Wu-chang. Admiral TU is reported as saying that when WU PEI-FU reached Nanking he would have an interview with himself and Marshal CHI HSIEH-YUAN, the Tsuchun of Kiangsu, who is striving to effect an alliance of seven provinces in the vicinity

of the Yangtze Valley—Chekiang, Fukien, Kiangsi, Anhui, Kiangsu, Hupeh and Hunan—in co-operation with the Yangtze Fleet. As to the object of this alliance, the Admiral was discreetly silent, simply saying that "Marshal CHI will clearly manifest his real attitude before long." There can be no doubt what this attitude would be if the effort to form this military alliance proves successful. It would mean an expedition under the leadership of Marshal WU PEI-FU to Peking to renew the contest for supremacy. While the Admiral expressed himself as "opposed to the bitter end to FENG YU-HSIANG and CHANG TSO-LIN," he viewed with favour the prospect of Marshal TUAN CHI-JUI becoming the Generalissimo of all the Chinese national forces, though any settlement in his view must include for WU PEI-FU a position that will enable him to render service to his country. Now for SUN YAT SEN. A Chinese politician "in close contact with Marshal TUAN" is reported as saying that Marshal TUAN hesitates to accept the post of Commander-in-Chief or Generalissimo of the Allied troops throughout the country because he is not satisfied with the recommendation to that position by General FENG YU-HSIANG and Marshal CHANG TSO-LIN. He is now waiting for unanimous national approval of his assumption of the proposed office. "It is a fact," said this politician, "that Marshal TUAN is now looking forward with impatience to the arrival here (Tientsin) of Dr. SUN YAT SEN. This is because, it is inferred either that he contemplates entrusting political power to Dr. SUN and devoting himself to the readjustment of military affairs, or he has something to expect from Dr. SUN in connection with the projected reconstruction of the State." Dr. SUN will certainly not be found lacking in ideas for the reconstruction of the State, but he has shown himself to be a hopeless visionary far in advance of the times in China. What is needed is practical statesmanship and a willingness on the part of all the various leaders to make substantial sacrifices in order to arrive at a workable compromise which will, above all things, assure peace throughout the country. We notice that TANG SHAO-YI, one of the sanest statesmen in China, entertains little hope of any solid result from a conference of factional leaders. "The people," and not the factional leaders, should decide the fate of the nation," he says. "They should, it is true, but the plain truth is that until the factional leaders agree among themselves to leave the government of the nation to the people, they are utterly powerless to exercise it. Mr. TANG's experiences at Canton have surely taught him that much. "Provincial autonomy is the only solution for our national issues," he says emphatically. "What is this talk about national reunification? The nation is united and always has been. The people are united. Only the militarists are not. But the recent war, I hope, has given the militarists an excellent lesson. Their power is built upon a sand pile. They must now realise that the slightest storm or rain will cause their collapse. It is high time for the people to assert their rights. Their demand should be nothing less than provincial autonomy." But does not the Constitution of China amply provide for this as far as it can be done on paper? Unfortunately, the Constitution is and will remain a dead letter until the Tsuchun system is abolished, and China possesses, like every other civilised nation, a national army obedient to a central authority and paid solely out of national revenue. That is said to have been one of Marshal TUAN's great objects in life. If he returns to public life with the full authority of the factional leaders to set himself to achieve this purpose he will lay the foundations of peace in China and bring provincial autonomy within the realm of practical politics. It is not a new idea. General LI YUAN-HUNG, the Commander-in-Chief of the Revolutionary Forces in 1911, accepted the Presidency of a second time on the distinct assurances of the Tsuchun that they would co-operate with him in bringing about the abolition of the Tsuchun system, but he found those assurances absolutely worthless. We can only hope that if Marshal TUAN accepts office he will do so with understanding on the part of the factional leaders which will assure the success of the effort.

Mr. and Mrs. A. Denison returned to the Colony on the *Hakanki Maru*.

The lecture which was to have been held at the Helena May Institute on Monday, November 24th, has been cancelled.—ANVT.

The President of the Republic of Portugal has been graciously pleased to confer on Sir Robert Ho Tung, a knight-hood of the Most Ancient Order of Christ.

Sir John Bucknill (formerly Attorney-General in Hongkong and now a Judge in India), returned to India from home leave by the P. & O. steamer *Narkunda* which arrived in Bombay on October 24th.

The Interport cricketers were entertained on Sunday last by the members of the Shek O Country Club. Music was given by the Lyric Dance Orchestra, and the outing and dance were thoroughly enjoyed.

Two unemployed Filipinos appeared at the Kowloon Magistracy yesterday morning, charged with stowing away on the s.s. *Yokohama Maru*, from Manila to Hongkong, and were sentenced to four days imprisonment with hard labour.The death has taken place of Comdr. R. D. Pinkney, O.B.E., of the P. & O. Co. Until recently, Capt. Pinkney was in command of the *Khyber*. He was later promoted to the command of the *Mantua* and died suddenly at Port Said on the first outward voyage.

To keep his fish fresh and alive for delivery, for the next morning's market, an Aberdeen fisherman placed two baskets of fish, valued at \$100, in the Harbour. When he returned for the fish he found that a thief had been busy and that the fish and the baskets had been removed.

Mr. P. C. Young, C.B.E., left Tientsin on November 5th on his way to London. The doctors have ordered him Home immediately on sick leave and it is uncertain when he will be able to return. Mr. E. J. Nathan will act as General Manager of the Kailan Mining Administration in his absence.

Mr. G. S. Moss, the British Consul at Shanghai, who went Home with Mrs. Moss by the str. *Macedonia*, is to be attached to the Foreign Office for 12 months in accordance with the practice they recently instituted of having men in rotation from China on duty at headquarters for the better keeping in touch with affairs in this country. Mr. Brennan takes Mr. Moss's place at the Consulate-General.The delightful idea of banks taking a holiday in order to prevent their premises being looted is mentioned by the *Chefoo Daily News*. Writing on November 8th, this paper says:—It is reported that the Bank of Communications and the Bank of China closed their doors yesterday, declaring a holiday. This is thought to be a precaution against possible landing forces from Wu Pei Fu's ships in the harbour, with the resultant looting.The M.M. liner *Angkor* had an exciting experience recently, when she was in the neighbourhood of the Minicoy Islands, which are about 600 miles from Colombo. The vessel cut into a large object, slicing it into two. An officer on board the vessel was of opinion it was a whale which the ship encountered, but a passenger on board thought it was a large sized shark. The vessel sustained slight damage to her propeller blades and was, on arrival at Colombo, docked to undergo the necessary repairs.

A Chinese cashier named Zan Tso Young, formerly employed in the Shanghai Commercial and Savings Bank at Hankow, was arrested recently in Hongkong, where he was living under another name, and sent to Shanghai. He appeared in the Mixed Court there last week on a charge of embezzlement; it being alleged that on June 19th, 1924, he absconded with the sum of \$36,000. The accused admitted having taken the money and was ordered by the Court to be sent for trial in Hankow.

A report was received at the Harbour Office yesterday morning of an early rescue of eight men struggling in the sea outside Capsuimun. The master of the trading junk T4530H, reported that at about 2 a.m., on Sunday, while under way from So Koon Fat to Quarry Bay he "tacked" when past Capsuimun. When the sail filled, the current caused the junk to roll and it listed and sank in deep water. In spite of the strong wind and current the master of the trading junk T1670H managed to save the whole of the crew.

The latest boycott at Canton by the labour guilds, is of the products manufactured by the Nanyang Bros. Tobacco Co., because they are "dissatisfied with the alleged ill-treatment of employees in the firm's factories at Shanghai." Groups of labourers, the *Canton Gazette* says, are endeavouring to induce the shops in Canton not to sell cigarettes and other tobacco products manufactured by the Nanyang Bros. Printed notices with the words "We Don't Sell Nanyang Cigarettes," were distributed to be posted at the shop fronts.

Another correspondent who signs himself "Pro-Bystander" writes to support the comments made by a correspondent whose letter we published yesterday commenting on the rough conduct of certain soldiers after a football match. "Pro-Bystander," says he has suffered the same treatment on more than one occasion, and hopes the Military authorities will take notice of the complaint. "British soldiers and sailors are stationed here for our protection and we appreciate their presence here," he says, "but for the sake of British prestige they should be careful to behave themselves in public in an orderly and civil manner."

SAMPLING OF DRINKS AT BARS.

Dr. Koch has the following question on the agenda for today's meeting of the Sanitary Board:

"Has this Department, or any other Government Departments, power to authorise an officer to enter any establishment licensed for the sale of intoxicating drinks to procure samples from the bar for the purpose of testing their purity? If not, will the Government consider the advisability of introducing a by-law to that effect?"

RABIES AND DOG REGULATIONS.

Dr. W. M. V. Koch has given notice of his intention to ask the following questions at today's meeting of the Sanitary Board:

- (1)—a. With reference to the case of Rabies reported—has it been possible to trace the source of infection or—has any idea been formed as to its origin.
- b. In addition to the "curfew" order will the Government consider the advisability of bringing in a regulation that all dogs in seaground or river craft should be chained or caged while such vessels are in harbour or in communication with the shore?
- (2) Does the Government make any, and if so, what provision on the sale of Antirabic vaccine?

FAR EASTERN CABLE NEWS

[THROUGH REUTER'S AGENCY.]

DR. SUN YAT SEN AT SHANGHAI.

SHANGHAI, November 17th.
Dr. Sun Yat Sen arrived this morning and proceeded to his house in the French Concession.

SUN'S MANIFESTO.

AGAINST EXTRA-TERRITORIALITY.
SHANGHAI, November 17th.
Dr. Sun Yat Sen has issued a manifesto declaring himself in favour of the abolition of extra-territoriality.

JAVANESE EARTHQUAKE DISASTER.

510 PEOPLE DEAD.

BATAVIA, November 17th.
It is officially estimated that 510 people were killed as a result of the recent earthquake, in which a dozen villages were destroyed. The earth is still trembling, and an old crater, forty fathoms deep, is now active.

H.M.S. VINDICTIVE FOR CHINA.

LONDON, November 17th.
The cruiser *Vindictive* leaves Chatham early in the new year for the China station to relieve H.M.S. *Diomed*.

THE NEW U.S. AMBASSADOR TO TOKYO.

Tokyo, November 17th.
Ambassador Bancroft has arrived.

THE CIVIL WAR IN CHINA.

[BY COURTESY OF THE "DAILY BULLETIN."] MARSHALS WU AND CHI CONFEE.

SHANGHAI, November 17th.
The *North-China Daily News* correspondent at Nanking reports that Marshal WU PEI-FU arrived there and conferred with Marshal CHI HSIEH-YUAN and then proceeded to Hankow.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

M. HERRIOT ON WORLD PEACE.

THE NOBLEST FORM OF REVENGE.

Luxemburg, November 17th.

M. Herriot, speaking at the inauguration of the monument to the Unknown Luxembourg Volunteer, said that the French Government will, for the organization of peace, hold the same initiative he took at Geneva. Techniques of peace are necessary, because the military might of any Power is nowadays contingent on all the economical and moral resources of this Power. France is unwilling, that disarming should be a trap for loyal nations.

"Let us disarm, but only in security. We do not want the experience again of the dreadful hours experienced by France, Belgium, and Luxembourg. The association of all, and the goodwill of men of all countries is necessary for peace. We shall first conclude peace between us, and then induce those who thought to force in War the future of nations; for that will be our noblest revenge."

AN "EPOCH-MAKING" INVENTION.

NEW TYPE OF SHIP EXCITES EXPERTS.

LONDON, November 17th.

An apparatus described as epoch-making, particularly as applied to cargo boats, has been invented by Herr Flettner, Director of the Institute of Aeronautics and Hydrodynamics at Amsterdam, by which it is claimed a ship can be navigated with the help of air currents and without sails.

An experimental ship, equipped with rotating wind-driven cylinders, each sixty feet high, developed a much greater speed than a sailing ship, and it is even claimed that with a good wind she can travel faster than a cargo boat and is much easier to manoeuvre.

London's Little Berlin correspondent states that the Hamburg-America Line have decided to lay down immediately ten "Rotor" freighters, each of 10,000 tons, and to convert other vessels for service on the Asiatic route.

Flettner claims that 60 per cent. of the oil fuel costs on this route will be saved.

EARLIER CABLES.

THE CRISIS IN EGYPT.

ZAGLUL WITHDRAWS HIS RESIGNATION.

CAIRO, November 16th.

All the schools struck, the students going in procession through the streets cheering Zaglul and waving the Egyptian flag, trying to bring out the Government employees. They induced the officials of the Ministry of Finance to quit work. The employees of the Ministry of Education assembled in the courtyard of the Ministry, where speakers urged that a deputation should proceed to the Palace and beg the King not to accept the Premier's resignation.

Crowds wrecked the premises of a comic weekly at *El-Boukhari*, which had caricatured Zaglul and his colleagues, and set fire to the paper's supplies. The police drove off the rioters. Large crowds assembled in the neighbourhood of Zaglul's house, Parliament and Abdin Palace.

The King has informed a Senatorial deputation, which begged him not to accept the Cabinet's resignation, that he had already refused and would receive Zaglul again in the afternoon and insist on Zaglul's remaining in power.

Zaglul states that he has resigned because the King has refused to agree to two Ministerial nominations. He maintains that his health is unsatisfactory, but he is determined to facilitate the task of, and support, his successor, chosen from a majority of the Chamber.

Zaglul has withdrawn his resignation, after a lengthy audience with the King.

UGLY INCIDENTS.

Two thousand demonstrators rushed the police guard at the *Kaukhoul* and sacked the premises.

Demonstrators outside the Abdin Palace last night shouted "Zaglul or Revolution." The cry was taken up this morning.

Zaglul announced in Parliament that the conditions he had laid down for remaining in office concerned his freedom of choice in Ministerial and administrative appointments, according to constitutional law and that the King had accepted the conditions.

A MYSTERIOUS INCIDENT.

CAIRO, November 17th.

Zaglul Pasha had an audience with the King of Egypt, lasting two hours, last night. He afterwards made a declaration in the Parliament House that he had withdrawn his resignation, and that the Constitution remained under the King's protection.

Zaglul, he added, was a servant of the Constitution. (Loud applause.)

There is still some mystery as to why Zaglul resigned; the crowd outside the palace during the audience shouted "Down with intrigues." Though nobody seems able to define the intrigues, the announcement of the withdrawal caused general relief, and a welcome tranquillity after a turbulent day of much excitement and uncertainty, throughout which time the premises of the Opposition Press had been protected by police, who drove off several attempted raids.

OPIUM CONFERENCE DEADLOCK.

HEATED DISCUSSION OF IMPORT CERTIFICATES.

GENEVA, November 16th.

The Opium Conference yesterday agreed to the combined Franco-British text with regard to the system of registering and rationing opium smokers, the introduction of which is made dependent according to the French proposal, on the extension of smuggling.

The British, French, and Japanese delegations have finally agreed to the joint text of a declaration that the importation and sale and distribution of opium shall be a Government monopoly.

The other Japanese proposal was that when opium is accompanied by an import certificate or official guarantee that the import is legitimate, no measures constituting unfair discrimination at the ports, on the ground of the nationality of the vessel or the origin of the goods, should be resorted to.

Sir M. Delevigne emphasised that the British had made no discrimination with shipping, and he regarded the Japanese proposal as unfair criticism of the British Government.

Mr. Sugimura contended that the question was not between Britain and Japan only, but all the interested Governments. He resented the casting of suspicion on countries, and said if such a policy were persisted in it would be useless to continue the conference.

Mr. Campbell emphasised that India had always reserved the right to discriminate with regard to certificates; the Government of India would not accept the import certificate system on any condition whatever. The Japanese delegation seemed to him to have made a threat.

Mr. Sugimura denied any threat, and declared that if the official certificate system were suspended there was no possibility of international agreement.

A remarkable feature of the conference is the cordial and constant co-operation of the China-Japanese delegations.

JAPANESE DIGNITY OFFENDED.

The Opium Conference came to a deadlock this morning with regard to the right of discrimination in import certificates, when there is reason to suspect their genuineness. The discussion was adjourned for a few days in order to enable the delegates to refer to their Governments for fresh instructions.

The delegations of the British Empire, India and Siam upheld the right of discrimination in certain cases.

Mr. Van Wetum, the Chairman of the Conference, personally expressed the opinion that members of the League were bound to respect import certificates instituted by the League, but might do as they pleased with regard to certificates emanating from Governments who were not members of the League.

Mr. Sugimura complained of the "represensible incident of a Japanese official who, however, had been properly punished which had been brought up against Japan, referring to the case of illegal import certificate, alluded to by Sir M. Delevigne, who, however, did not mention the name of the official or the country. Mr. Sugimura declared that as long as mutual confidence and respect were lacking between the interested States, the Japanese delegation could not sign such an agreement. "We are a nation of Samurai. With us honour is more important than anything else."

Sir M. Delevigne and Mr. Campbell denied casting any imputation on Japan, and said they were merely defending a principle.

CONFERENCE ADJOURNS.

The general discussion in the afternoon of what, for irrelevant argument and repetition, will probably rank as one of the most remarkable League conferences, resulted in an adjournment of the Opium Conference till Friday.

The Conference concluded with a general discussion in the evening and adjourned until Friday, when it is hoped to settle the import certificates question and pass on to the final draft agreement.

There was considerable discussion in the afternoon. Several clauses of the agreement were adopted; notably the institution of a Government monopoly for opium, also a system of licenses and rationing.

Dr. Sze warmly appealed in favour of devoting revenue from opium to the betterment of conditions of Chinese addicts, but his only consolation was the insertion in the agreement's preamble of the phrase "The high contracting parties are solely guided by moral considerations."

Sir M. Delevigne and Mr. Campbell pointed out that the British were doing their utmost to improve the conditions of Chinese in British possessions and would not allow any fiscal consideration to influence British opium policy.

DUTCH AIRMEN LAND NEAR RANGOON.

RANGOON, November 16th.

The Dutch airmen have landed near Rangoon, because they feared that their stock of petrol was insufficient to enable them to reach Bangkok against the strong wind.

MRS. EVANS' MURDERERS. SENTENCED TO DEATH.

MEXICO CITY, November 16th.

The two men, Ruiz and Garcia, who were accused of assassinating Mrs. Evans have been found guilty and sentenced to death.

MURDERED U.S. CONSUL. AMERICA'S PROPOSAL TO PERSIA.

TEHRAN, November 16th.

The American Government has proposed to Persia that a sum of \$10,000 be provided for the cost of conveying Mr. Imbrie's body to America, and that this sum should be placed in the Bank of Persia without power of withdrawal, the interest to be used to send Persian students to America.

LATEST CABLES. [REUTER'S AMERICAN SERVICE.]

SERIOUS DISPUTE IN LOS ANGELES.

LOS ANGELES, November 17th.

As a result of a long-drawn-out Water Rights controversy, sixty men stormed the guards on the Los Angeles aqueduct, and diverted practically the entire flow into the Owens river, 200 miles north of the city. The raiders announce that they will continue to spill the water until the Los Angeles authorities settle the controversy.

The aqueduct is the chief source of the water supply of Los Angeles. The Governor of the State has been asked to send troops to the scene.

HUGE BLAZE IN JERSEY CITY.

THE SECOND WITHIN A WEEK.

JERSEY CITY, November 17th.

The second big fire within a week occurred here, when two barges belonging to the Erie Railroad were burned yesterday. Fourteen barges were destroyed. The damage is estimated at \$2,000,000.

OBITUARY. MRS. MORGAN.

HIGHLAND FALLS (N.Y.), Nov. 17th.

The death is announced of Mrs. Morgan, mother of Mr. J. P. Morgan, the financier.

GENERAL DAWES IN HOSPITAL.

CHICAGO, November 16th.

General Dawes has been operated on for hernia. His condition is satisfactory, but he remains in hospital for a fortnight.

It appears that General Dawes slightly ruptured himself whilst exercising yesterday morning.

ANOTHER RACECOURSE FOR SHANGHAI.

SUNDAY RACING CONTEMPLATED.

A Chinese syndicate at Shanghai is preparing to open a race course at Yangtzepoo in the New Year. The syndicate has a capital of \$1,250,000 fully subscribed by Chinese, and the necessary land has been acquired.

The *N.C. Daily News* referring to the project says:

The question arises, does Shanghai need any more races than its present liberal allowance of 32 days in the year? The suggestion has been put forward that the new company is being started in the interest of the Kiangwan owners, who have only 18 days' racing a year, against 32 days' racing open to Shanghai Race Club members, who are also to race their ponies both at Kiangwan and Shanghai. But it is obvious that there is nothing to prevent Kiangwan extending its programme if owners really want more racing. In view of the amount of public money expended on racing, we think the present annual programme ample for the needs, if needs they can be called, of racing enthusiasts, and certainly we do not think there can be any real demand among genuine sportsmen for the Sunday racing which the Yangtzepoo Company proposes to introduce.

With support from Shanghai withheld, and that of Kiangwan at present doubtful, the syndicate is making arrangements to provide runners in the event of both the existing clubs holding aloof. They have at present some 50 ponies here, and it is understood that these will be purchased and run by members of the syndicate if they are not disposed of to private purchasers. Should the necessity arise, other ponies will be brought down from Hankow and Tientsin, together with jockeys to ride them if there is a scarcity of local riders.

On the whole, the scheme is one that we cannot recommend for public support. It is purely a commercial affair, as is shown by the fact that a number of those actively interested have only the most elementary knowledge of racing, and as matters seem at present, operations at Yangtzepoo cannot tend to the benefit of genuine racing sport. Everything will depend upon the men who control the concern. If they command public confidence all may be well, but in any case we think there is no room in Shanghai for a third race course.

A GOVERNOR'S ARREST AT TSINGTAO.

BRITISH AND AMERICAN CONSULS UNWITTING ACCESSORIES.

STRONG PROTEST MADE TO MINISTERS.

TSINGTAO, November 8th.

Mr. Kao En Hung, ex-Governor of Kiaochoo Territory, was decoyed from his temporary residence at the Grand Hotel late yesterday afternoon and immediately placed under arrest. Put under custody with him was Deputy Governor Hsiao, acting civil administrator here. The latter was later released. Mr. Kao was hurriedly sent to Tainan under armed guard. The manner of his arrest has evoked strong criticism of the present administration. Governor Wang Han Chang, Tsingtao's new Tupan, employed both the British Consul, Mr. A. G. Major, and the American Consul, Mr. Walter A. Adams, as unwitting accessories. The latter have protested strongly to their Diplomatic representatives in Peking, and also to the local provisional administration.

After ex-Governor Kao had spent Wednesday night at the American Consulate, he took up his residence in the Grand Hotel on Thursday. The authorities were balked by the fact that the hotel is Japanese-owned and Mr. Herlihy, British manager, out of friendship for Mr. Kao, stoutly refused to give him up, a warrant having been issued for the deposed Tupan's arrest. At the same time Mr. Herlihy engaged several private detectives to guard the ex-Governor.

Thwarted thus far, Governor Wang called on Mr. Adams requesting that he communicate with Mr. Major, British Consul, and asked whether the British Consulate might be used for a conference between Governor Wang and his predecessor, alleging that he wished to discuss the affairs of the Tsingtao City Bank.

Mr. Adams, suspecting nothing, complied with the request, and Mr. Major readily assented, neither Consul having any suspicion of bad faith. The appointment was set for 5 o'clock and Mr. Major remained at the Consulate waiting for the old Governor and his successor to appear.

"THE APPOINTMENT IS OFF."

Mr. Kao, who has shown a resolute and undaunted front in the face of all the trying circumstances of the past few days, left the hotel by the central exit, little suspecting any plot. As he had just entered an automobile with Mr. Hsiao, a detective in the employ of the new Governor sounded a shrill whistle and soldiers who were in hiding behind a hedge and some shrubbery leaped upon the running-board of the car, one holding a rifle to the head of the chauffeur and commanding him to drive at once to a nearby police station. From there the car was driven to military headquarters.

Presumably Mr. Kao faced the new Governor there and learned that he was under arrest. He was rushed to the station under heavy guard just before the 8 o'clock train left for Tainan.

A secretary of the Governor called Mr. Major on the telephone and simply said: "I want to inform you that Mr. Kao is at military headquarters. The appointment is off."

The two Consuls immediately forwarded a full report to their respective Ministers and, in addition, Mr. Major wired to Mr. Tours, H.B.M. Consul-General in Tainan, asking the latter to forward a protest to Tuli Cheng over the manner of Mr. Kao's arrest and requesting that he be accorded respectful treatment.

This morning Governor Wang sent a secretary to Mr. Major with the word that the Governor was ready to offer a suitable explanation. Mr. Major is reported to have sent back word that there was no explanation that the Governor could make and the American Consul replied in the same terms.—*Reuter's Pacific Service.*

FOREIGNER KILLED ON MIN RIVER.

TRAGIC END OF SIR VICTOR SHEMARIN.

A correspondent at Foochow, writes:—

Sir Victor G. Shemarin, K.C.M.G., while coming down the Min river in a motor launch, from Yenching to Foochow, on October 24th, was killed.

A rapid-boat ahead struck a sandbank and swung round across the channel. The launch could not be stopped or turned in time and there was no way except under the great stern car.

The house of the launch was just two inches too high and struck the great rudder oar of the rapid boat. The oar broke from the boat and struck Sir Victor, who was sitting in the front enjoying the beautiful air and scenery of the river at this season. He fell with the spar, 40 to 50 feet long and over a foot in diameter, across his chest. This was removed instantly, but Sir Victor never recovered his breath.

After receiving his knighthood when only 22 years old, from his Tsar, for special bravery against Germany, and after 10 years of fighting on the Russian fronts, it is tragic to think that he should have met his death thus.

A very solemn burial service was conducted in the cemetery by the Rev. E. M. Norton and quite a number of friends attended.

"He fought on our side; Who will help to get him a decent tombstone?" says the correspondent, who refers inquirers to Mr. E. H. Bucknall (British), Foochow.

POPPY DAY, 1924.

HONGKONG COLLECTIONS EXCEED \$30,000.

Lieut.-Col. L. G. Bird, President of the Hongkong and China Branch of the Poppy Day Sub-Committee, to whose energy and initiative, he says, the success of the appeal was very largely due.

Although the final figures will not be available for some little time it is now certain that the amount raised for Earl Haig's Fund in Hongkong on Armistice Day will exceed \$20,000.

This splendid result is due to the wonderful support given by the whole of the Colony to the appeal made on November 11th.

Those responsible for the organisation of this year's "drive" wish to sincerely thank all who helped to make it such a great success.

Amongst those to whom special thanks are due are:—

Mrs. C. D. R. Black, who organised the lady sellers on the Hongkong side.

Mrs. F. J. Easterbrook, whose energy and hard work were responsible for the very efficient organisation of the "drive" in Kowloon.

Mrs. R. I. Vint, who arranged a very successful Bridge Drive at the U.S.R.C. in aid of the Fund. The prizes given at this Bridge Drive were presented by Messrs. Lane, Crawford, Ltd. (Silver Ink Pot and Calendar) and Messrs. Pohoon Bros. (Carpets).

The members of the Kowloon Cricket Club, the Hongkong Club, the Hongkong Sharebrokers' Association, the Hongkong Stock Exchange, the Hongkong Cricket Club, the Ex-Active Service Cricket Club, and many others who made such spirited bids at the various auctions held in aid of the fund, and also the gentlemen who conducted these auctions with such marked success.

The Officer Commanding the Hongkong Volunteer Defence Corps for placing a room at Volunteer Headquarters at the disposal of the Poppy Day Sub-Committee; and the Officer Commanding the Mounted Infantry Company of the Volunteers for the use of the Company's motor truck.

The Hongkong and Shanghai Hotels Co., Ltd., for the use of their Hotels as Depots for spare supplies and also for placing a car at the disposal of the Sub-Committee.

The Kowloon-Canton Railway and the Kowloon Hotel for making arrangements for Depots on the Kowloon side.

The Commodore's staff for organising the "drive" in H.M. ships and naval establishments.

Capt. J. L. Collins, Royal Corps of Signals for organising the "drive" in all military establishments.

The following ladies and gentlemen who made arrangements for the districts mentioned:—

Sub-Inspector A. N. Reynolds—Central Police Station and District.

Miss R. Judah—Robinson Road and District.

Mrs. C. A. Middleton Smith—University and District.

Rev. C. Clouston—Forri, H.C.F.—Happy Valley District.

Mr. R. W. Williamson, Hon. Secretary, East Point Recreation Club—Causeway Bay District.

Mr. Stewart Hope, Hon. Secretary, Taihook Club—Quarry Bay District.

Mrs. G. F. Haslam—Repulse Bay District.

Mr. A. F. Osmond—Ho Mun Tin District.

Mr. J. B. Hamilton, Hon. Secretary, Kowloon Dock Recreation Club—Kowloon Dock and District.

The numerous ladies who assisted in the above mentioned Districts.

The Hongkong Jockey Club, the Hongkong Boxing Association, the United Services Recreation Club, the Club de Recreo and the Club Lusitano for generous donations to the fund.

The Hongkong Tramway Company for displaying posters on all trams.

The British-American Tobacco Co., Ltd., for a gift of cigarettes which were sold in aid of the fund.

The Hongkong Boy Scouts Association for the services of the Boys Scouts, and the Boy Scouts themselves for the splendid way in which they carried out their duties.

The Secretary, Committee and members of the Victoria Recreation Club for the magnificent Carnival held at the V.R.C. in aid of the fund.

The Hongkong Football Association and the players who played in the match in aid of the fund.

The Orient Tobacco Manufacturing for the supply of collecting boxes.

Messrs. Fook Hing & Co. for preparing the collecting boxes.

Messrs. Kelly & Walsh, Ltd., who supplied the cards bearing Earl Haig's message.

The Queen's Theatre for donating 50 per cent. of the takings at the night performance for four days.

Messrs. Lane, Crawford, Ltd., for their tasteful window display.

"Felix" and his party who collected at the football match.

The newspapers of the Colony for the publicity given to the appeal.

The firms and individuals (including many Chinese gentlemen) who generously sent donations to the fund. Amongst the firms which donated sums to the fund were:—

The China Light and Power Co., Ltd., The Green Island Cement Co., Ltd., Messrs. A. S. Watson & Co., Ltd., The Empress Store (Kowloon), Messrs. Wm. Powell, Ltd., The Wing On Co., Ltd., The Sincere Co., Ltd., The Pharmacy, Messrs. Kayamally & Co., The Japanese Silk Store, The Swatow Weng Lee Co.

No reference to "Poppy Day" would be complete without mention of the appeal made in the beautiful poem entitled "Poppies" written by Mrs. Gladys Jackson, which appeared in the local newspapers on November 11th.

"MERRYWEATHER" FIRE ENGINE FOR SWATOW.

A "Merryweather" Motor Fire Engine has recently been supplied to the Swatow Police Fire Brigade at Swatow by the Jardine Engineering Corporation, Ltd., Hongkong, and has successfully passed its official tests. The engine is of the "Merryweather" latest type and is fitted with all the latest improvements, including a telescopic scaling ladder to extend to a height of 35 feet. The pump will deliver 250 gallons of water a minute up to a pressure of 115 lbs. per square inch.

Mr. Woo Mow Chung, the Chief of Police of Swatow, is to be congratulated on his enterprise in persuading the Chamber of Commerce to provide the town with such an up-to-date machine, which assures the merchants of Swatow of greater protection from the dangers of fire.

It may be mentioned that within 36 hours of its arrival in Swatow and whilst it was being assembled a fire broke in the northern part of the city and spread rapidly, involving ten or twelve houses. The authorities being unable to cope with the fire with their existing apparatus, the "Merryweather" Engine was rushed to the site, put to work through 600 feet of hose, and was able to extinguish the fire in a very short time, thus saving some thirty or forty houses from destruction. This incident is of special note as the engine had not been tested since leaving the makers' works.

LITTLEJOHNS REVUE COMPANY.

The Littlejohns Revue Company, who commence a two nights' season at the Star Theatre, this evening, are now on the second year of travel. They started from New York City on January 24th, 1923, and Australia is the fifth country they have shown in outside the U.S.A.

The company is headed by Melba Littlejohn, who previously was out in Australia for J. C. Williamson and E. J. Tait's pantomime company doing speciality acts. She will present, on this occasion, wonderful dances and a famous rhinestone juggling act, assisted by Frank Littlejohn. Next in importance is Albert Rees, a singer with a wonderful voice, and a comedian with every bone a funny bone.

The rest of the cast are real topnotchers in their line, including May Regay, Eva Wilmetts, Phil Lopez, Ivy Nicholas, and Beryl Scott, the latter two performers being Australians. The million rhinestones and jewels used in the last act of the show are gathered from North and South America, Ceylon, Africa and Australia. Each stone used in the show is cut and faced the same as a diamond, and is set in a five-point nickel-silver setting. With such a galaxy of star artists, a crowded house should greet this company's first visit to Hongkong. The box plan is now open at Moutries.

ELECTRICITY EXHIBITION AT JAVA IN 1925.

The 8th Netherlands Indian Annual Fair at Bandoeng (Java) will be held from the 20th of June till the 5th of July, 1925, inclusive, and will be open to merchandise of all kinds and descriptions.

An Electricity Exhibition will be attached to the Fair. This is being organized in co-operation with the Government Service for Waterpower and Electricity at Bandoeng. A committee of experts have acted as advisors to the Committee of the Fair in respect of all matters appertaining to the Electricity Exhibition.

In connection with the above it may be mentioned that Netherlands-India is far behind the leading countries of Western Europe and the United States of America in the application of electricity, though it offers great possibilities for the development of electricity on account of the many natural resources (waterfalls, mountain lakes and fast-running rivers). The exploitation of these natural resources, which was started some years ago, makes the supply of cheap electric current possible for ordinary household use, industry and agriculture, and the more intense working thereof may open undreamt-of prospects for Netherlands-India.

The Exhibition will comprise everything bearing on the subject in the widest sense, e.g., radio-telegraphy and radio-telephoning fall within the sphere of the show.

Spaces can be leased at varying rates in the Main Building, the Iron Building, and the Semi-Permanent Buildings; and further kiosks and open spaces can be leased. The Machinery Hall will be occupied by the Electricity Exhibition.

Normal general lighting will be provided free of charge, but extra lighting will be charged for extra. Current supply for motive power will be charged for at special rates.

Exemption from import duty will be allowed on goods to be exhibited. Generally, however, the full amount of the duties will be insisted upon by the Customs at Batavia, Semarang and Sonrabaya as a guarantee; and the amount be refunded on exportation. The Java-China-Japan line in Hongkong will allow special freight rebates on goods for exhibition.



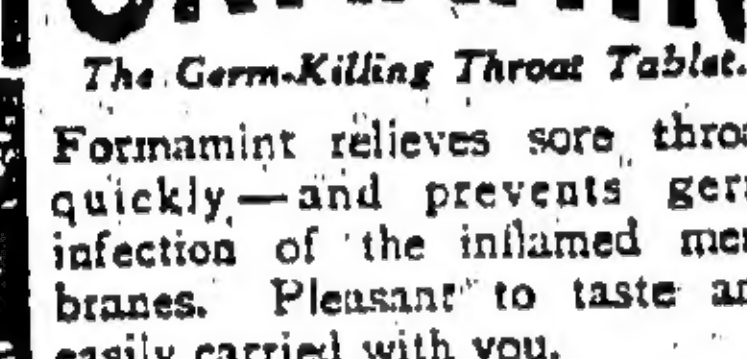
Have You Tried The New Cuticura Shaving Stick?

This delicately medicated antiseptic soap produces a rich creamy lather, enabling you to shave without the slightest irritation. Indispensable for those who shave twice daily. Properly used, it will prevent ingrowing hairs.

Keep Cuticura Shaving Stick in your pocket. It is the only shaving stick that is safe to use. Try our new Shaving Stick.

Prevent Sore Throat by using FORMAMINT

The Germ-Killing Throat Tablet. Formamint relieves sore throat quickly—and prevents germ infection of the inflamed membranes. Pleasant to taste and easily carried with you.



Women, indeed, are so indifferent to food that they will half-starve themselves merely to avoid growing stout. Nobody, I suppose, likes growing stout, but a man will not sacrifice his meals to his appearance. I never heard of a man going in for what is called "hauling," unless he was ordered to do so by a doctor.

If You Suffer After Eating

Take two or three tablets of Bisurated Magnesia with a sip of water. This quickly, surely and safely neutralises the harmful acid, stops the food fermentation, and gives your stomach a chance to proceed with its work in a painless normal manner. Thousands of people know from their own experience that Bisurated Magnesia is the only thing that helps, that it's the only thing that enables them to eat hearty meals of the good things they like without worrying about after effects. Bisurated Magnesia Tablets cost little at any chemist's and they are so sure in effect that doctors and hospitals all over the world praise them and prescribe them. Bisurated Magnesia will rid you of all traces of stomach pain and weakness and will enable you to eat hearty meals of the things you like without fear of consequent discomfort. Be sure to see the oval "BISMAG" trade mark on the wrapper when buying.



There's a long, long trail of Bugs, Flies, Flies, Beetles, Mosquitoes, etc., all killed by KEATING'S.

To the Publisher "HONGKONG WEEKLY PRESS" 14, CHATER ROAD, HONGKONG.

Please send me the "HONGKONG WEEKLY PRESS."

From.....1924, to.....

addressed as follows:

THE BEST VIRTUES FOR A WOMAN.

(BY ROBERT LYND.)

I think, indeed, it will be found, as time goes on, that the virtues best suited to a woman are the manly virtues, and that the virtues best suited to a man are the womanly virtues.

Psychologists have been making experiments on the nervous and emotional reactions of the two sexes lately and are in the course of making some startling discoveries. I have no doubt that they will end by establishing the fact that, of the two sexes, it is man who is the shy, timid, sensitive creature. Doctors will tell you that women bear pain much better than men. Some of them will even tell you that women do not feel pain so keenly.

I am positive that it does not hurt a woman to have a tooth pulled half as much as it hurts men even to have a tooth looked at by the dentist. Again, if you ever see anybody dropping a hot plate and shaking his fingers in agony, it is almost certain to be a man. The woman invariably laughs and says: "Oh, I don't call that hot!"

This lack of sensitiveness, though useful in politics, is obviously ill-suited to the delicate business of preparing a dinner. For this latter you need a highly strung, nervous, emotional nature. In short, you need a man.

Besides, how could women possibly be good cooks when they don't even enjoy good food? A woman, if left to herself, will lunch on a roll and a cup of coffee. A man, if left to himself, consoles himself for the absence of his wife by eating half a roast duckling.

Women, indeed, are so indifferent to food that they will half-starve themselves merely to avoid growing stout. Nobody, I suppose, likes growing stout, but a man will not sacrifice his meals to his appearance. I never heard of a man going in for what is called "hauling," unless he was ordered to do so by a doctor.

But women live in such dread of stoutness that they will refuse both the most enchanting wines and the most heavenly dishes if they think that to take them will add a cubic to their waist measurement.

That is why I think that women should make good jockeys. It must be terrible for anybody who loves food as much as a man does to have to be always thinking—especially at meal times—of the necessity of keeping his weight down.

Women, however, do not mind these things. They will scarcely find a glutton among the whole sex.

Hence it seems to me not unnatural that woman is abandoning the home and its pleasures for public life, and that man is beginning to turn his thoughts again to the wardrobe and the cupboard. All the same, I absolutely refuse to wear a waistcoat brilliant with buttons or lizard-skin shoes with a pattern of green shamrock leaves. Nothing will induce me even to wear a pearl necklace. You will see that in some respects I am curiously old-fashioned.

WOMAN AND HARDWARE.

HAIRPINS AND HOOKS AND EYES.

The connection between women and hardware may not seem close and inevitable, says the *Daily Telegraph*. But we have evidence that it is so, and that in their relations with hardware women have been behaving with deplorable civility. The female of the species is more dreadful than the male. A man has a certain affection for old ways and familiar objects, but woman, when fashion impels her, is ruthless. From Birmingham, that metropolis of hardware, the plaints arise. Woman has shed her hairpins, has eschewed the hook and the eye, and in her austerity even denies herself buttons. The manufacture of hairpins which has for generations ranked high among the industries of Birmingham, has now, we read, so declined, that the output of some makers is not half what it used to be. Evil, as we used to write in our copybooks, is wrought by want of thought as well as want of heart. The rising generation has no copybooks, which may account for its weakness in several departments. We do not suppose that the first woman who bobbed her hair, one of the great iconoclasts in human history, whatever motives fired her to the rash act, desired to ruin the hairpin manufacturers. But she should have known that great events from little causes spring; she should have seen with a prophetic eye the devastation of the hairpin factories. The men who make hairpins must, until the blow fell, have slept sound in the confidence that they were engaged on an essential industry. Though Prime Ministers demand General Elections once a week, they must have told themselves, though Communists rage and Bolsheviks imagine vain things, women will still want hairpins. They had hairpins long before history, they have worn the things ever since, whatever else fashion bade them omit to wear. Buttons, too, though they seem to have come into the world a good deal later, have been considered necessary by tidy people for some five hundred years. How should the button-maker dream that the vogue of the "pull-on" and the "slip-over" would restore the female form to a classic simplicity and leave him with only half a living? The poor man who makes hooks and eyes, they say, has not even that. A certain demand for buttons as a decoration keeps the industry in being, but who can use the eye or the hook as an ornament? The anxious manufacturer, we learn with sympathy, subsist on the hope that women having learnt to do without any fastening of her dress, will think it wise to fasten certain more intimate garments. This matter is too delicate for public discussion, but we are bound to say that the argument sounds far too logical to be true. The whole affair is melancholy. We hope that it may give women a keener sense of responsibility.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. R. T. G. Allen
Mr. W. S. Allen
Mr. J. W. Anderson
Mr. & Mrs. G. S.

Mr. H. A. Archibald
Mr. H. A. Archibald
Mr. J. Scott Harrison
Mr. H. E. Harting
Mr. E. Hausman
Mr. P. J. van Hecke
Mr. E. Heim
Mr. A. E. Henry
Mrs. O. Hills
Mr. J. Holmes
Mr. L. E. Hopkins
Mr. A. E. Johnson
Mr. A. W. S. Jones
Mr. A. C. Kuper
Miss C. P. Kuper
Mrs. Kinlock
Mrs. J. B. Kraakman
Mr. & Mrs. C. Lauritzen
Mr. J. L. van Lear
Mr. J. H. Lee
Mr. C. Leong
Mrs. E. Liddle
Miss H. Liddle
Mr. & Mrs. W. J. Linderman
Mr. F. G. London
Mr. W. H. MacBride
Mr. D. McCallum
Mrs. & Mrs. G. Meager
and child
Mr. Carlos May
Mr. C. H. Montague
Mr. A. Morley
Mr. P. O'Connor
Mr. A. M. Prach
Mr. & Mrs. H. Peerman
Mr. & Mrs. H. Pooley
Mr. & Mrs. Priestley
Mr. M. J. Quist
Mr. F. L. Rawthorne
Mrs. F. W. Rawthorne
Mr. & Mrs. Reichardt
Mr. W. Rose
Mr. A. H. Rowe
Mr. G. Schirmer
Capt. M. Sigvald
Mr. E. T. Snuggs
Mr. W. H. Spryke
Mr. & Mrs. W. Vander Steen
Mr. & Mrs. H. R. Stephenson
Mr. H. F. Summers
Mr. J. Sunderland
Mr. P. D. Sutherland
Lt. & Mrs. W. Syddall
and three children
Mr. T. J. Mah Yan
Mr. L. A. Tobias
Mr. C. Vetter
Mr. & Mrs. T. Vidal
Mr. R. A. Wadson
Mr. A. H. Watson
Mr. H. Woodford
Mr. J. F. Wright

Mr. R. J. Birbeck
Mr. G. W. Bowler
Dr. C. H. Brangwin
Mr. A. Brooks
Mr. A. W. Graham
Mr. Geo. Brown
Mr. J. A. H. Brown
Mr. A. C. Burdick
Mr. & Mrs. Busch
Mr. W. A. Butterfield
Capt. & Mrs. Carpenter
and family
Mr. W. B. Collman
Mr. Chas. Cottrell
Capt. & Mrs. D. R. Davies
Capt. Dickens
Mr. & Mrs. J. W. Dooley
Mr. & Mrs. W. A. R. Douglas
Mr. E. R. Duckett
Mr. A. M. Duzam
Miss Eccles
Mr. W. M. Edwards
Mr. & Mrs. E. E. Ellis
Mr. P. P. Shaw
Mr. Felix Ellis
Miss M. Ellis
Mr. & Mrs. F. Kallner
Mr. W. T. Featherstone
Mr. J. P. Fehilly
Mr. & Mrs. F. Field
Mr. & Mrs. R. C. B. Fennell
Mr. Douglas Fraser
Dr. Douglas R. Gowler
Mr. H. Gibson
Mr. E. Giffers
Dr. E. E. Gill
Mr. J. Gorie
Mr. & Mrs. J. Gould
Mr. H. F. Gray
Mr. J. Gray
Capt. P. P. Hall
Miss E. Hammessly
Miss F. Hamilton
Mr. H. Hancock

Mr. & Mrs. R. J. Birbeck
Mr. G. W. Bowler
Dr. C. H. Brangwin
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TJIKARANG	NORTH CHINA	23rd Nov.	26th "	BATAVIA
TJIKARANG	JAVA via M'AL.	23rd "	26th "	JAPAN
TJILIWONG	SHANGHAI	29th "	2nd Dec.	AMOI & SHANGHAI
TJIBODAS	BATAVIA	1st Dec.	3rd "	MAKASSAR & SOERABAYA
TJISONDARI	JAPAN	4th "	5th "	SHANGHAI
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M/S. "Malaya" ...	10th December	10th Jan., 1925
M/S. "Annam" ...	1st January, 1925	
M/S. "Australia" ...	2nd February, "	

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NOTICE.

CONSIGNEES of Cargo from MARSEILLE, S.S., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed there.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 18th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 21st instant or they will not be recognized.

All damaged Packages will be examined on Monday, the 17th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Agent.

Hongkong, 11th November, 1924. [1482]

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship "BEMACDEUL"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 18th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 25th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 18th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 11th November, 1924. [1481]

MR. CHURCHILL'S POSITION.
LETTER FROM MR. A. CHAMBERLAIN.

Mr. Winston Churchill in the course of his election campaign addressed a large meeting at Wanstead in connection with his candidacy in the Epping Division. The following letter was read from Mr. Austen Chamberlain:-

"My Dear Winston CHURCHILL:- Before I leave for Birmingham, where we hope to repeat our victories, I must send my hearty good wishes to you and your Conservative and Liberal supporters in the Epping Division. Your adoption as a Constitutional candidate by the Epping Unionist Association may well be the first step in a decisive movement of public opinion. The old quarrels of Liberals and Conservatives belong to the past. The fundamental issues to-day are those which unite Liberals like yourself with us of the Unionist party, and divide us both from the Socialist party and their Communist supporters. It will be a pleasure to welcome you back to the House, and to be associated again with you in supporting a strong Government and a wise and progressive policy."

(Cheers.)
Mr. Churchill, who had a good reception, said he was invited to come forward by the West Essex Unionist Association as a Constitutional candidate. The name "Constitutional" was chosen by the association because it was a name which, while it covered the whole field of Conservatism, also included the wider circle of those who wished at this juncture to throw in their lot with the Conservative cause and do their utmost to defeat the Socialist movement. "My position," he said, "and that of many who, all over the country, are moving in thought and sympathy with me, is similar to that of Mr. Joseph Chamberlain, to Lord Hartington, and to Mr. Goschen as he then was in 1886. These distinguished Liberal Unionists at a time of national crisis threw in their lot with the Conservative party, at the same time preserving their own identity, and not in any way being forced from the general broad political principles which they had championed in former days. What was the result? The result was that through the aid of these Liberal Unionists, whose action to a very large extent we are reproducing under different conditions, the great reign of Lord Salisbury was introduced, during which this country had nearly twenty years of settled government, and under which it gathered the strength which was afterwards so sorely to be needed in the struggle of the Great War."

He would be asked why he was opposing the official Liberal candidate. To that he would give a clear and categorical answer. He was opposing him because the Liberal candidate was an opponent of the Conservative party, and because he did not believe the Liberal candidate and the forces associated with him were by themselves capable of being trusted to resist the full force and danger of the present Socialist movement. "I represent," said Mr. Churchill, "uncompromising opposition to the subversive movement of Socialism, and I equally oppose those who are willing to make, or have been willing to make, compromising bargains with the Socialists."

LIBERAL AND CONSERVATIVE.
WHEN THESE NAMES WERE FIRST USED.

It is odd, says a writer in *The Observer*, that the question of the appropriateness of the word "Conservative" should come up at the Newcastle Conference, for this seems to be the centenary year of the word. So far as is known, it was first used in public by Canning at a City banquet in the year 1824. It did not appear in print till six years later, when Croker used it in the *Quarterly Review*, and presently we find Macaulay sneering at it as a new-fangled term. "Liberal" is a little older, having crept into use from the beginning of the century: always with a sense of importation from the French. It is used by Southey and Scott, the latter speaking of Canning and others contemptuously in the plural "Liberals."

A century is not a long time for a party name, though we must remember that the kaleidoscope changes more quickly in these days. "Whig" and "Tory" date from shortly after the Restoration, both originating as nicknames and being derived the one from Scotland and the other from Ireland. As Mr. Chesterton pointed out the other day, it would be quite in accordance with precedent if the two main political parties of the future were known as "Bolshe" and "Conchie."

AIRSHIP AS REPARATIONS.

Approximately \$2,200,000 (£450,000) will be credited as a German reparation payment to the United States when the ZEP is formally accepted by the Government. The air cruiser, which recently made a successful voyage to the United States (5,000 miles in 81 hours) represents the American share of the special Reparation assessed against Germany because of the destruction after the Armistice at Friedrichshafen of a half-dozen complete or partially complete war Zeppelins, which, under the terms of the Armistice, Germany had agreed to turn over to the Allies.

Upon inquiries initiated by the United States the Conference of Ambassadors in 1921 agreed to permit Germany to replace one airship as the portion of the United States, attaching the condition that the new ship should never be used for military purposes.

SEQUAH ROMANCE.

DRAMATIC MEETING OF FATHER AND SON.

Many years ago, Sequah visited the Straits in a tour round the world. The following from the *Daily Chronicle* will interest those who remember his novel methods both there and in Europe:-
"Father and son, each believing the other to have died many years ago, have just met at Southampton, both alive and well. The death of the father at Johannesburg was reported in the London Press on February 7th, 1916, and the son, reported missing in France in 1917, was later assumed to be dead, and his wife was granted a widow's pension."

Among troops which arrived at Southampton recently was Frank Hannaway Rowe, a drill instructor in the Royal Air Force, who had been stationed at Netheravon. He knew that his father had once lived in Southampton, but he had read in a newspaper an account of his death.

Having an hour or two to spare before sailing, he visited the street where his father used to be in business as a herbalist. Afterwards he called at a licensed house near by, and in the course of conversation revealed his name. Then he learned that his father was alive, and, calling at an address near at hand, there he met his father, hale and hearty in spite of 85 years of a strenuous life.

"But I thought you were dead, too," said the astonished father.

W. Hannaway Rowe, sen., had two sons in the war. The younger was killed, and Frank was wounded a third time in 1917. Later he returned to France, and news came that he was reported missing.

Eventually his wife was given a widow's pension, the War Office being unable to say more than that he was "reported missing."

It is now known that, wounded a fourth time, he was taken to a hospital in France, and remained there about two years, his memory a complete blank.

Mr. W. Hannaway Rowe, the father, achieved some considerable notoriety as "Sequah," a famous quack doctor, to whom people flocked in thousands to have their teeth extracted. He adopted strange methods—he believed in a brass band and a big drum—but he claims to have healed thousands of people in all parts of the world.

The following appeared in the London Press of February 7th, 1918:-

Sequah, the most famous itinerant "quack" of the last 30 years, who was reputed to have made and spent an enormous fortune, has died penniless at the age of 72 in a hospital at Johannesburg. He was born in Cornwall, and was at one time in the London police force, but acquired his stock of knowledge in America.

VESSELS EXPECTED.

Diomed (Blue Funnel), due November 21st.
Elpenor (Blue Funnel), due December 10th.
Empress of Australia due November 27th.
Hakodate Maru (N.Y.K.), due to-day.
Hakone Maru (N.Y.K.), due to-day.
Hakutsu Maru (N.Y.K.), due December 1st.
Luton (Blue Funnel), due December 12th.
North Prince, due November 18th.
President Garfield (Dollar), due November 25th.
President Jackson (Admiral Oriental), due November 25th (Admiral Oriental), due November 25th.
President Monroe (Dollar line), due December 22nd.
Tulinn (B.I. & Apeari), due to-day.
Tetras (Blue Funnel), due November 27th.

THE NEW ZEALAND HERALD.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
The New Zealand Herald, No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

TEINGTAU via SWATOW & SHANGHAI	"TINGSANG"	Wednesday, 19th Nov., 7 a.m.
STRAITS & CALOUTTA	"FOOKSANG"	Wednesday, 19th Nov., 3 p.m.
SHANGHAI via SWATOW	"KWONGSANG"	Friday, 21st Nov., 7 a.m.
SANDAKAN	"MAUSANG"	Saturday, 22nd Nov., Noon.
MANILA via AMOI	"YUENSANG"	Saturday, 22nd Nov., 3 p.m.
SHANGHAI via SWATOW	"FAUSANG"	Sunday, 23rd Nov., 6 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday, 23rd Nov., 10 a.m.
KOSE via SHANGHAI & MOJI	"HOSANG"	Monday, 24th Nov., 7 a.m.
BANGKOK via SWATOW	"OHAKSANG"	Monday, 24th Nov., 10 a.m.
STRAITS & CALOUTTA	"KUTSANG"	Tuesday, 25th Nov., 8 p.m.
TIENTSIN	"CHIEPSHANG"	Saturday, 29th Nov., Noon.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 30th Nov., 10 a.m.
MANILA via AMOI	"YUENSANG"	Saturday, 6th Dec., 5 p.m.

CALOUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau, and Lahad Datar.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chetoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

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OUTWARDS

HOMEWARDS

Vessel	Due Hongkong	Vessel	Leave Hongkong	Discharge
"CARNARVONSHIRE"	27th Nov.	"GLENGARRY"	20th Nov.	London, Rotterdam and Hamburg
"GLENTARA"	14th Dec.	"GLENAFF"	2nd Dec.	London, Rotterdam and Hamburg
"GLENEEG"	25th Dec.	"CARNARVONSHIRE"	7th Jan.	London, Rotterdam and Hamburg
"GLENSHIEL"	8th Jan.			

Movements are subject to change without notice.

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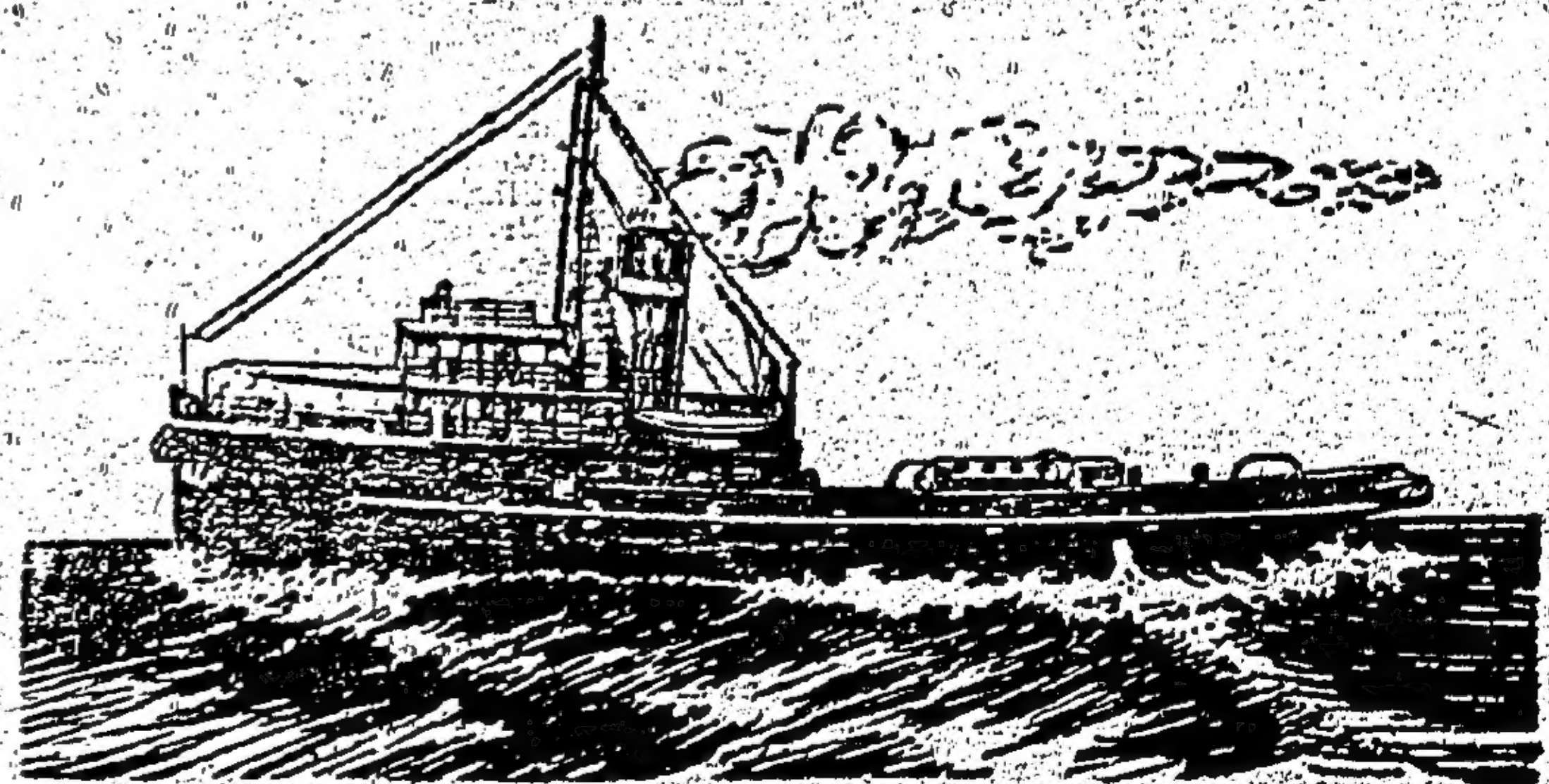
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"Henry Neswick"

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Please address enquiries to the Chief Manager

B. M. OYER, B.Sc. M.I.N.A. Foulton Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

November 16th.

Atlas Maru, Japanese str., 4,733 tons, Capt. J. Nishimura, from Singapore, which port she left on November 14th, with a general cargo, lying at Kowloon wharf.—U.N.K.

Chikun Maru, Japanese str., 1,370 tons, Capt. S. Furukawa, from Haiphong and Haiphong, with a general cargo, lying at buoy No. 343—U.N.K.

Hakusai Maru, Japanese str., 10,413 tons, Capt. C. Shirai, from London and Singapore, the latter port she left on November 14th, with 350 tons of general cargo for Hongkong, lying at Kowloon wharf.—N.Y.K.

Lima Maru, Japanese str., 6,980 tons, Capt. J. Eshikawa, from Bremen and Hamburg and way ports, she left Singapore on November 14th, with 350 tons of general cargo for Hongkong, lying at Kowloon wharf.—N.Y.K.

Memphis, British str., 3,225 tons, Capt. E. Taylor, from Liverpool and Singapore, the latter port she left on November 14th, with a general cargo, lying at buoy No. 11—B & S.

Taiyo Maru, Japanese str., 1,175 tons, Capt. S. Hongo, from Shanghai and Swatow, with a general cargo, lying at buoy No. 112—N.Y.K.

Taiyo Maru, Japanese str., 1,220 tons, Capt. K. Iguchi, from Taiyuan Bay, with a cargo of limestone, lying at Kowloon Bay. Geo. Grinnell & Co.

Telamon, British str., 1,340 tons, Capt. A. W. Hall, from Saigon, with a general cargo and rice, lying at buoy No. 121—W. & A. S.

Tjarda, Dutch str., 2,750 tons, Capt. P. J. Jans, from Moji, with a general cargo, lying at buoy No. 122—J.C.J.L.

Togo Maru, Japanese str., 2,270 tons, Capt. S. Takemoto, from Dairen, with a general cargo, lying at buoy No. 122—M.B.K.

November 17th.

Agave, British str., 1,070 tons, Capt. C. A. Loken, from Shanghai, which port she left on November 14th, with a general cargo, lying at buoy No. 123—B & S.

Algonquin, American str., 1,175 tons, Capt. J. E. Johnson, from San Francisco, with a cargo of Kerosine oil, lying at Lanchow Standard Oil Co.

Antar, Chinese str., 922 tons, Capt. S. Sano, from Port Arthur and Antung, with a cargo of coal, lying at buoy No. 123—U.N.K.

Carl Legner, German str., 3,352 tons, Capt. E. Porellus, from Shanghai, with a general cargo, lying at buoy No. 123—Reuter, Brockmann & Co.

Empress of Russia, British str., 5,750 tons, Capt. A. V. R. Lovegrove, R.N.R., from Manila, with a general cargo, lying at Kowloon wharf.—C.P.O.S.

Fook Sing, British str., 1,587 tons, Capt. F. Mooney, from Calcutta, with a general cargo, lying at Kowloon wharf, pier No. 2—J. M. & Co.

Gogo Maru, Japanese str., 1,550 tons, Capt. K. Fujikawa, from Karatsu, with a cargo of coal, lying at buoy No. 123—M.B.K.

Manchou Prince, British str., 3,706 tons, Capt. A. S. W. Massam, from Chekiang, with a general cargo, lying at buoy No. 123—Princo Line.

Ningpo, British str., from Canton, lying at buoy No. 123.

President Lincoln, American str., 5,350 tons, Capt. H. L. Jones, from Manila, with a general cargo, lying at Kowloon wharf.—Pacific Mail S.S. Co.

Purpur, British str., 2,720 tons, Capt. G. L. Forrest, from Yokohama, lying at Kowloon Bay.—Asiatic Petroleum Co.

Sinkong, British str., 1,316 tons, Capt. J. McMillen, from Shanghai and Amoy, with a general cargo, lying at buoy No. 112—B & S.

Tungah, British str., 2,373 tons, Capt. R. E. Haynes, from Swatow, with a general cargo, lying at buoy No. 123—H. M. S. S.

Tzikenburg, Dutch str., 5,025 tons, Capt. F. C. van Scherneck, from Sourabaya, with a general cargo, lying at buoy No. 123—J.C.J.L.

Vulcan, Dutch str., 707 tons, Capt. G. Z. Dijk, from Swatow, lying at Kowloon Bay.—Asiatic Petroleum Co.

CLEARANCES.

November 17th.

Atlas Maru, for Shanghai.

Carl Legner, for Manila.

Chikun Maru, for Canton.

Chikun Maru, for Shanghai.

Chikun Maru, for Swatow.

Hakusai Maru, for Shanghai.

Hermelin, for Swatow.

Kashima Maru, for Shanghai.

Kishu Maru, for Takao.

Kuanyang, for Swatow.

Kuanyang, for Canton.

Kuanyang, for Swatow.

Kuanyang, for Kwang Chow Wai.

Memphis, for Manila.

Mentor, for Singapore.

Ningpo, for Manila.

President Lincoln, for Shanghai.

Sinkong, for Canton.

Sinkong Maru, for Kobe.

Taiyo Maru, for Canton.

Taiyo Maru, for Singapore.

West Lion, for San Francisco.

Yueying, for Hoilow.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* (Capt. A. V. R. Lovegrove, D.S.O., R.N.R., Commander), will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagaiki, Kobe and Yokohama, at daylight on Thursday, November 20th.

The Ben Line s.s. *Benroech*, from Middlebro and London, left Singapore for this port on the 15th inst. and may be expected to arrive here on November 21st.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, etc.	Kawachi Maru	Jap.	Nippon Yusen Kaisha	On 20th Dec.
New York & Boston	Moorish Prince	Brit.	Princo Line	On 20th inst.
Boston, New York & Baltimore via Suez	Ajar	Brit.	The Bank Line, Limited	On 19th inst.
San Francisco via Suez & Jap. Ports & H.K.	President Lincoln	Am.	Pacific Mail S.S. Co.	On 19th inst., 10 a.m.
San Francisco, etc.	West Cajoot	Am.	Struthers & Barry	On 20th inst.
Victoria, Seattle & Vancouver via J. Korea	Empress Russia	Brit.	Canadian Pacific O.S. Ltd.	On 20th inst.
Victoria, Seattle & Vancouver	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
Seattle & Victoria, via Suez, Kobe & Yokohama	Protetianus	Brit.	Butterfield & Swire	On 23rd inst., 11 a.m.
Manilla, London & Antwerp	President McKinley	Am.	Admiral Oriental Line	On 23rd inst.
Manilla, etc.	Karmala	Brit.	P. & O. B. I. & A. L.	On 23rd inst.
Manilla, etc.	Amazona	Brit.	Messageries Maritimes	On 23rd inst.
Manilla, etc.	Auglor	Brit.	Messageries Maritimes	On 7th Dec.
Manilla, etc.	Auglor	Brit.	Messageries Maritimes	On 21st Dec.
Manilla, London, Antwerp via Singapore, etc.	Hakone Maru	Jap.	Nippon Yusen Kaisha	On 19th inst., 11 a.m.
Manilla, London, Antwerp, H.K. & Hamburg	City of Lahore	Brit.	The Bank Line, Ltd.	On 1st Dec.
Manilla, London, Antwerp, H.K. & Hamburg	Democritus	Brit.	Butterfield & Swire	On 1st Dec.
Manilla, London, Antwerp, H.K. & Hamburg	Elberfeld	Brit.	Butterfield & Swire	On 1st Dec.
Manilla, London, Antwerp, H.K. & Hamburg	Phemias	Brit.	Butterfield & Swire	On 1st Dec.
Manilla, London, Antwerp, H.K. & Hamburg	Glegarry	Brit.	Jardine, Matheson & Co., Ltd.	On 20th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Schuyler	Dut.	Java-China-Japan-Lijn	On 20th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 19th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Fook Sang	Brit.	Jardine, Matheson & Co., Ltd.	On 19th inst., 3 p.m.
Manilla, London, Antwerp, H.K. & Hamburg	Talma	Brit.	P. & O. B. I. & A. L.	On 20th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Sudan	Brit.	P. & O. B. I. & A. L.	On 20th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Sardinia	Brit.	P. & O. B. I. & A. L.	On 20th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Van Overstraten	Brit.	Java-China-Japan-Lijn	On 20th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Duchesse D'Acosta	Ital.	Dodwell & Co., Ltd.	On 8th Dec.
Manilla, London, Antwerp, H.K. & Hamburg	Kuichow	Brit.	Butterfield & Swire	On 31st inst., 4 p.m.
Manilla, London, Antwerp, H.K. & Hamburg	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	About
Manilla, London, Antwerp, H.K. & Hamburg	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	About
Manilla, London, Antwerp, H.K. & Hamburg	Mausang	Brit.	Jardine, Matheson & Co., Ltd.	On 22nd inst., Noon.
Manilla, London, Antwerp, H.K. & Hamburg	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 21st inst., 11 a.m.
Manilla, London, Antwerp, H.K. & Hamburg	Easton	Brit.	P. & O. B. I. & A. L.	On 25th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Taiyuan	Brit.	Butterfield & Swire	On 25th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Tokushima Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst.
Manilla, London, Antwerp, H.K. & Hamburg	Tingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 19th inst., 7 a.m.
Manilla, London, Antwerp, H.K. & Hamburg	Arifara	Brit.	P. & O. B. I. & A. L.	On 8th Dec.
Manilla, London, Antwerp, H.K. & Hamburg	Khiva	Brit.	P. & O. B. I. & A. L.	On 30th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Kalyan	Brit.	P. & O. B. I. & A. L.	On 27th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Nippon	Ital.	Dodwell & Co., Ltd.	About 22nd inst.
Manilla, London, Antwerp, H.K. & Hamburg	Tikombang	Brit.	Java-China-Japan-Lijn	About 20th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Taira	Brit.	P. & O. B. I. & A. L.	On 8th Dec.
Manilla, London, Antwerp, H.K. & Hamburg	Macdonia	Brit.	P. & O. B. I. & A. L.	On 13th Dec.
Manilla, London, Antwerp, H.K. & Hamburg	Isla de Panay	Span.	Botelho Bros.	On 3rd Dec.
Manilla, London, Antwerp, H.K. & Hamburg	Tijamal	Dut.	Jardine, Matheson & Co., Ltd.	On 31st inst., Noon
Manilla, London, Antwerp, H.K. & Hamburg	Mingang	Brit.	Java-China-Japan-Lijn	About 19th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Kuichow	Brit.	Jardine, Matheson & Co., Ltd.	On 30th inst., 10 a.m.
Manilla, London, Antwerp, H.K. & Hamburg	Kwangtung	Brit.	Butterfield & Swire	On 18th inst., Noon
Manilla, London, Antwerp, H.K. & Hamburg	Hai-Ning	Brit.	Butterfield & Swire	On 18th inst., 11 a.m.
Manilla, London, Antwerp, H.K. & Hamburg	Haiching	Brit.	Douglas Lapraik & Co.	On 21st inst., 5 p.m.
Manilla, London, Antwerp, H.K. & Hamburg	President Cleveland	Am.	Pacific Mail S.S. Co.	On 13th inst., 1 p.m.
Manilla, London, Antwerp, H.K. & Hamburg	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	On 25th inst., 3 p.m.
Manilla, London, Antwerp, H.K. & Hamburg	President Jackson	Am.	Admiral Oriental Line	On 25th inst.
Manilla, London, Antwerp, H.K. & Hamburg	Isla de Panay	Span.	Botelho Bros.	On 21st Dec.
Manilla, London, Antwerp, H.K. & Hamburg	West Jester	Brit.	Struthers & Barry	On 22nd inst.

PASSENGERS.

ARRIVALS.

Per R.M.S. *Empress of Russia*, from Manila, P.I., on November 17th.—For Hongkong: Mr. Jose Balboa, Mrs. G. M. Chapman, Mr. L. L. Kingsley, Mrs. G. M. Chapman, Mrs. F. A. Reissmann, Miss J. M. Robertson, Mr. M. Verlinde, Mr. F. P. and Mrs. Littlejohn, Miss M. O'Keefe, Miss B. M. Scott. For Shanghai: Miss L. Gilliland, Mrs. M. A. Houghton, Miss A. Eganova, Mrs. T. H. Fitzhugh, Mrs. B. W. McNamara, Mrs. G. L. Payne, Mr. E. Stephens. For Nagasaki: Miss L. Hontz, Mr. and Mrs. A. Wellman, the misses Wellman. For Vancouver: Mr. C. A. Egan, Capt. J. F. Gargan, Mr. and Mrs. C. Henriques, Mr. F. W. Noble, Col. J. B. Nichols, Mrs. C. E. Rice, Mr. R. T. Stand, Mr. S. Dapala, Mr. G. C. Fonger, Mrs. R. J. Fitzsimmons, Mr. D. Pison, Jr.

Per N.Y.K. s.s. *Hakusai Maru*, on November 18th.—For Hongkong: Mrs. W. J. Carroll, Mr. and Mrs. A. Denison, Capt. W. Edwards, Mr. W. Gardner, Mr. K. Hayami, Miss E. Hammelsley, Mr. Kwok Lum Shong, Mr. Lee Gun, Mr. Lin Sun, Mrs. M. Morgan-Richards and child, Mr. P. D. Melvani, Mr. H. Peckick, Mr. W. Rose, Miss C. Smith, Mr. Shun Goo Hing, Mr. C. Tanikawa, Mr. P. B. Taylor, Mr. and Mrs. L. Vidal, Mrs. F. L. de Valdes, Miss F. de Valdes, Mrs. F. M. Watson, Mr. Chan Fai Yu, Mrs. Lee Ngan, Mrs. Lee Kung, Miss A. Lewis, Mr. C. Mitchell, Mr. and Mrs. R. E. Nicholls and two children, Mr. W. A. Stojani, Mr. J. Shipway-Shields, Mr. T. Takano.

Per s.s. *President Lincoln*, on Nov. 17th.—For Hongkong: Miss E. G. Brate, Mrs. K. J. Crichton, Mr. J. Dolzal, Mrs. I. Henderson, Mrs. A. D. Heydrick, Mr. Peter J. O. Kristensen, Mr. King Long, Mr. J. J. Newman, Mr. C. Roberts, Mr. R. A. Schone, Mr. L. Skalsky, Mrs. F. Starkweather, Mr. R. A. Starkweather, Mrs. E. T. Talson, Mrs. J. T. Welch. For Shanghai: Mrs. Julie Delborge, Mr. C. Taylor, Mrs. H. A. White. For San Francisco: Mr. B. W. Benjamin, Mr. M. Braun, Mr. Eugene F. Brinker, Mrs. E. C. Brinker, Mr. C. Callaway, Mr. N. Cortes, Mr. Henry N. Guernsey, Mrs. L. E. Guernsey, Miss J. L. Guernsey, Mr. R. H. Cragg, Mrs. M. B. Kunnally, Mr. M. V. Kunnally, Mr. M. L. Kunnally, Miss L. M. Kunnally, Mr. C. Kittredge, Mrs. Florence V. W. Kettenbach, Miss Floralen Kettenbach, Mr. Ned Kettenbach, Mr. William I. Worrell, Mr. O. L. Kettenbach, Mr. C. A. Munich, Mr. H. C. Nicholson, Mr. H. C. Rector, Mr. N. C. Rutherford, Mr. J. B. Ryan, Mr. E. Schuff, Mr. G. Schlesinger and Mr. Geo. D. Wampler.

ELLERMAN STEAMER DAMAGED.

EIGHT HOURS AGROUND IN THE PHILIPPINES.

The Ellerman Hall steamer *City of Bangon*, arrived at Singapore last week with serious damage to her bottom plates, caused by running ashore in the Philippine Islands.

It appears that the *City of Bangon* left Cebu on November 3rd, and at 2.30 p.m. the next day she ran aground on a coral reef in the neighbourhood of the Balabar Straits. At 1.30 the same night the attempts to get her off were successful, and she proceeded on her voyage to Singapore, leaking slightly.

The *City of Bangon* is a vessel of 4,271 tons, and is bound for Boston and New York. It was understood that all her cargo will have to be taken out to allow of repairs being effected in dry dock.



HOME VIA CANADA

Hongkong to England

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Russia	Nov. 20 Dec. 8	Montclair	Dec. 16 Dec. 23
Empress Australia	Dec. 5 Dec. 24	Montclair	Jan. 2 Jan. 9
Empress Asia	Jan. 8 Jan. 28	Montclair	Feb. 6 Feb. 13

Pacific Sailing schedule for Next Spring on application.
Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets sold.
Early reservation necessary.

Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

THE EMPRESS OF RUSSIA WILL SAIL FROM HONGKONG AT DAYLIGHT, THURSDAY, NOVEMBER 20th.

From Hongkong	Due Manila	From Manila	Due Hongkong
Nov. 12	Nov. 14	EMPEROR RUSSIA	Nov. 15
Dec. 11	Dec. 13	EMPEROR ASIA	Dec. 14
Dec. 26	Dec. 28	EMPEROR CANADA	Dec. 29

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.



KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE STEAMSHIP

"VAN OVERSTRATEN"

will be despatched to

SINGAPORE, PENANG AND BELAWAN-Deli DIRECT.

20th November, 1924.

1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation

All lower berths.

English cuisine.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) service

to all destinations in the Netherlands East Indies.

For Freight and Passage, apply to:—

JAVA-CHINA-JAPAN-LYN, Agents.

Telephone Central No. 1574: YORK BUILDING, CHATER ROAD.

Change of Sailing.

PACIFIC MAIL STEAMSHIP CO.

S.S. "PRESIDENT LINCOLN"

SAILS FOR

Shanghai, Japan, Honolulu and San Francisco,

10 p.m., TUESDAY, NOVEMBER 18th, 1924.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America G.3405, G.3420, G.3440.

YOKOHAMA MARU ... Sunday, 23rd Nov., at 11 a.m.

KAGA MARU ... Wednesday, 17th Dec., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

HAKONE MARU (Calls Rotterdam) ... Wednesday, 19th Nov., at 11 a.m.

SUWA MARU ... Wednesday, 3rd Dec., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

TAKIMA MARU (Calls Valencia & Glasgow) ... Friday, 21st Nov.

SYDNEY & MELBOURNE via Manila Ports.

MISHIMA MARU ... Friday, 21st Nov., at 11 a.m.

TANGO MARU ... Wednesday, 17th Dec., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TAKAOKA MARU ... Thursday, 4th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... Saturday, 20th Dec.

BOMBAY via Singapore, Penang & Colombo.

HAKODATE MARU ... Wednesday, 19th Nov.

TOBA MARU ... Friday, 28th Nov.

CALCUTTA via Singapore, Penang & Bangkok.

WAKASA MARU ... Wednesday, 19th Nov.

AKITA MARU ... Monday, 1st Dec.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 11th Dec.

TOKUSHIMA MARU (Moji Direct) ... Sunday, 23rd Nov.

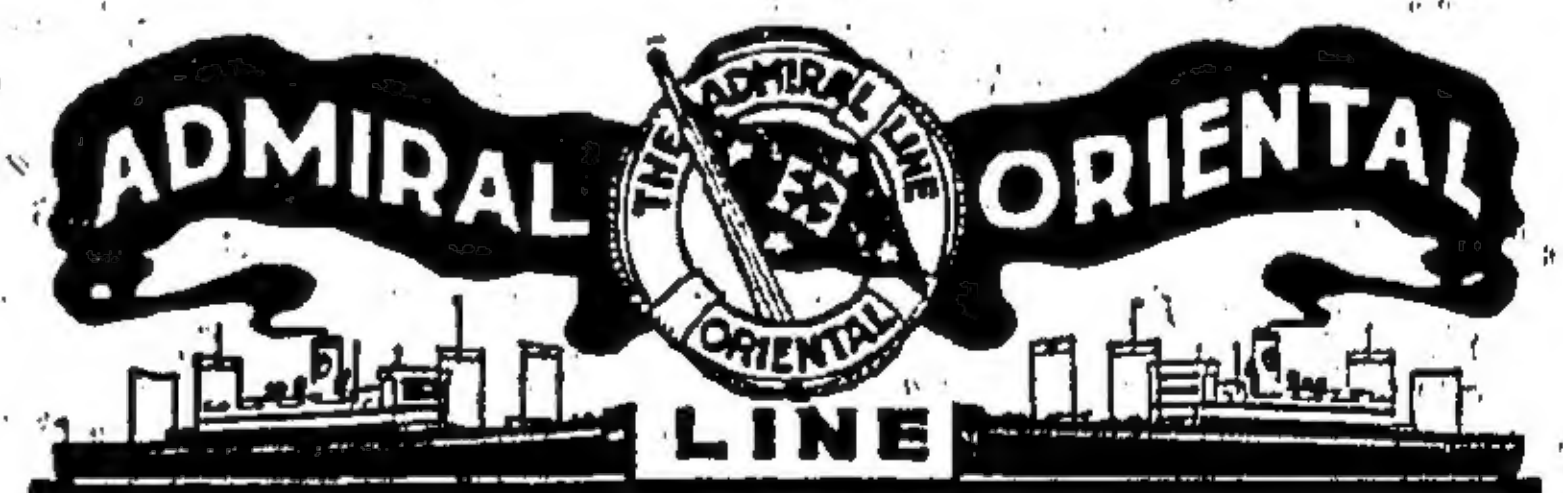
GENOA MARU ... Tuesday, 26th Nov.

TAMBA MARU (Kobe Direct) ... Tuesday, 2nd Dec.

HAKUSAN MARU ... Tuesday, 2nd Dec.

For further information, apply to: NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2423. Y. YAMAMOTO, Manager.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MCKINLEY" ... Nov. 23rd.
"PRESIDENT JACKSON" ... Dec. 6th.
"PRESIDENT JEFFERSON" ... Dec. 17th.
"PRESIDENT GRANT" ... Dec. 29th.
"PRESIDENT MADISON" ... Jan. 10th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking arranged.

TO MANILA

"PRESIDENT JACKSON" ... Nov. 26th.
"PRESIDENT JEFFERSON" ... Dec. 8th.
"PRESIDENT GRANT" ... Dec. 20th.

Through Bills of Lading to all United States and Canadian Overland Points, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

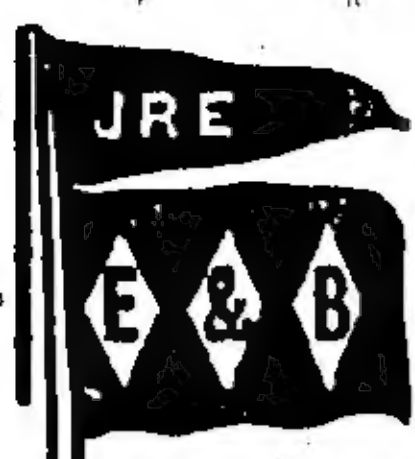
For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor). Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF LAHORE" 4th Dec.Marseilles, London, B'dam, Hamburg

PASSENGER SERVICE.

"CITY OF KARACHI" 29th Nov.Shanghai and Japan.
 "CITY OF KARACHI" 4th Dec.Marseilles, London, etc.
 "CITY OF KARACHI" 29th Jan.Do.
 "CITY OF KARACHI" 4th MarchDo.
 "TRAFFORD HALL" 11th AprilDo.

"A" Class. "B" Class.

FARES TO LONDON.

SINGLE 1st Class "A" £292. "B" £284. Single 2nd Class "A" £162. "B" £154.
 Cargo Steamers. Saloon Passage—£62.

For further particulars, apply to—

THE BANK LINE, LTD.
(Tel. Central 799).

HOLYOAK, MASSEY & Co., LTD., CANTON

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"AJAX" via Suez Canal 19th Nov.
 "KATHLAMBA" via Suez Canal 29th Nov.
 "CANFA" via Suez Canal 7th Dec.
 "CITY OF SHANGHAI" via Suez Canal 19th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON. HOLYOAK, MASSEY & Co., LTD., CANTON.

M.

MESSAGERIES MARITIMES

M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailing from Marseilles.	Pro. Arr. at Hkng. and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE	—	—	25th Nov.
ANGOR	—	—	7th Dec.
ANGERS	—	—	21st Dec.
PAUL LECAT	23rd Oct.	24th Nov.	4th Jan. 1925
ANDRE LEBON	8th Nov.	8th Dec.	18th Jan.
AMBOISE	9th Nov.	22nd Dec.	1st Feb.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) £85. 0s. 0d. E CLASS (1st Class) £83. 0s. 0d.
 STEAMERS (2nd) £68. 0s. 0d. STEAMERS (2nd) £60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"DUNKIRK" loading for HAVRE, ANTWERP

"LT. ST. LOUBERT-BIE" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of November.
 Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. S. QUEEN'S BUILDING, CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING Capt. A. H. Stewart Tuesday, 15th Nov., at 1 p.m.
 HAI-NING Capt. W. C. Eastmore Friday, 21st Nov., at 1 p.m.
 HAIHONG Capt. Ellis Walker Tuesday, 25th Nov., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
 Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" 20th November.
 S.S. "CELTIC PRINCE" 1st December.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain)

Telephone Central 3185.
Telegrams Furness.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.
**PENINSULAR AND ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.**
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	8,684	28th Nov.	S'pore, Penang, Colombo & B'way.
"KARMA"	8,684	29th Nov.	Mars. London & Antwerp.
"MANTUA"	10,989	13th Dec.	Marseilles & London.
"BOUDAN"	8,686	24th Dec.	S'pore, Penang, Colombo & B'way.
"KALVA"	9,138	27th Dec.	Marseilles, London & Antwerp.
1925			
"MACEDONIA"	11,089	10th Jan.	Marseilles & London.
"SICILIA"	8,613	21st Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Mars. London & Antwerp.
"MOREA"	10,911	7th Feb.	Marseilles & London.
"SARDINIA"	8,684	18th Feb.	S'pore, Penang, Colombo & B'way.
"KARMA"	8,684	21st Feb.	Marseilles, London & Antwerp.
"MALWA"	10,941	7th Mar.	Marseilles & London.
"BOUDAN"	8,686	18th Mar.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	9,005	21st Mar.	Marseilles & London.
"SICILIA"	8,613	31st Mar.	Marseilles, London & Antwerp.
"MANTUA"	10,989	4th Apr.	Marseilles & London.
"KARMA"	8,684	18th Apr.	Mars. London & Antwerp.
"MACEDONIA"	11,089	2nd May	Marseilles & London.
"SARDINIA"	8,684	18th May	S'pore, Penang, Colombo & B'way.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	20th Nov., 1 p.m.	Singapore, Penang & Calcutta
"TILAWA"	10,000	7th Dec.	do.
"TAKLIWA"	8,800	18th Dec.	do.
"TAIRA"	8,800	28th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	25th Nov.	Manila, Sandakan, Thursday
"ARAFURA"	4,000	31st Dec.	Inland, Townsville, Brisbane,
"ST. ALBANS"	4,500	28th Jan. 1925	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TAKLIWA"	8,800	27th Nov.	Kobe only.
"BOUDAN"	8,686	28th Nov.	Shanghai, Moji & Kobe.
"KALVA"	9,138	29th Nov.	do.
"ARAFURA"	4,000	6th Dec.	Moji & Kobe.
"TAIRA"	8,800	18th Dec.	Kobe only.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	8,613	27th Dec.	do.
1925			
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KARMA"	8,684	24th Jan.	do.
"SARDINIA"	8,684	24th Jan.	do.
"EASTERN"	4,000	31st Jan.	Moji & Kobe.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe.
"TANDA"	9,005	7th Feb.	Moji & Kobe.
"KASHGAR"	9,005	21st Feb.	Shanghai, Moji & Kobe.
"BOUDAN"	8,686	21st Feb.	do.
"SICILIA"	8,613	7th Mar.	do.
"ARAFURA"	4,000	7th Mar.	Moji & Kobe.
"MANTUA"	10,989	7th Mar.	Shanghai, Moji & Kobe.
"KARMA"	8,684	21st Mar.	do.
"MACEDONIA"	11,089	21st Mar.	do.
"SARDINIA"	8,684	17th Apr.	do.
"NAGAYA"	8,604	22nd Apr.	do.
"MOREA"	10,911	1st May	do.
"KALYAN"	9,118	15th May	do.
"MALWA"	10,941	29th May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Parcels measuring not more than 2 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

23, Des Voeux Road Central, HONGKONG. Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SWATOW & HANGKOW	"KWANGTUNG"	On 18th Nov. 11 a.m.
AMOY, SWATOW & SINGAPORE	"KIANGCHOW"	On 18th Nov. 11 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 18th Nov. 5 p.m.
SHANGHAI & TSINGTAO	"SINKIAN"	On 20th Nov. 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"LIANG"	On 22nd Nov. 4 p.m.
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 23rd Nov. 11 a.m.
SWATOW & SHANGHAI	"SHANTUNG"	On 23rd Nov. 11 a.m.
AMOY & SHANGHAI	"SUNNING"	On 25th Nov. 11 a.m.
SWATOW & HANGKOW	"KAYING"	On 25th Nov. 11 a.m.
SWATOW, PAKHOI & HAIPHONG	"TAMING"	On 27th Nov. 10 a.m.
SWATOW & SHANGHAI	"SZECHEWEN"	On 27th Nov. 11 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 29th Nov. Noon.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 32. CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Due to arrive at Hongkong about	Due to sail for Manila, Port Bango, Thursday Is., Rabaul & Ana. Ports about
"TAIYUAN"	15th December	20th December

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "EGREMONT CASTLE" — Sails 9th December.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO:

GENOA, ALI, ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "NIPPON"	—	Sails about 22nd November.
S.S. "ROSANDRA"	—	Sails about 2nd December.
S.S. "NUMIDIA"	—	Sails about 22nd December.
S.S. "VENEZIA"	—	Sails about 1st Jan., 1925.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA"	—	Sails about 8th December.
S.S. "NIPPON"	—	Sails about 2nd Jan., 1925.
S.S. "ROSANDRA"	—	Sails about 7th Jan., "
S.S. "NUMIDIA"	—	Sails about 22nd Feb., "
S.S. "VENEZIA"	—	Sails about 7th Feb., "

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI"	—	Sails about 1st December.
S.S. "UMTALI"	—	Sails about 31st December.

(Regular Passenger and Cargo Service to South African Ports.)

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1039.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

(22 days to San Francisco. 28 days to Los Angeles)

U.S.S. "WEST IVAN"	—	Leave Hongkong 15th Nov.
U.S.S. "WEST CAJOT"	—	Leave Hongkong 17th Nov.
U.S.S. "WEST JESTER"	—	Leave Hongkong 20th Nov.

Cargo accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO SAIGON, MANILA, ILOILO, CEBU AND ZAMBOANGA

U.S.S. "WEST JESTER"	—	Leave Hongkong 21st Nov.
U.S.S. "WEST FARALON"	—	Leave Hongkong 22nd Nov.

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone No. Central 2009.

G. P. BRADY, JR.,

Res. Agent.

(122)

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG;

SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via H'kong & Pakhoi

For KEELUNG via Swatow & Amoy

S.S. "CHUKWA MARU" — on or about 17th Nov.

For further particulars, please apply to—

Branch Office

No. 27, Beach Road West

Tel. Central No. 155.

S. MITARAI, Agent.

Top Floor King's Building,

Tel. Central Nos. 140 & 145/7.

